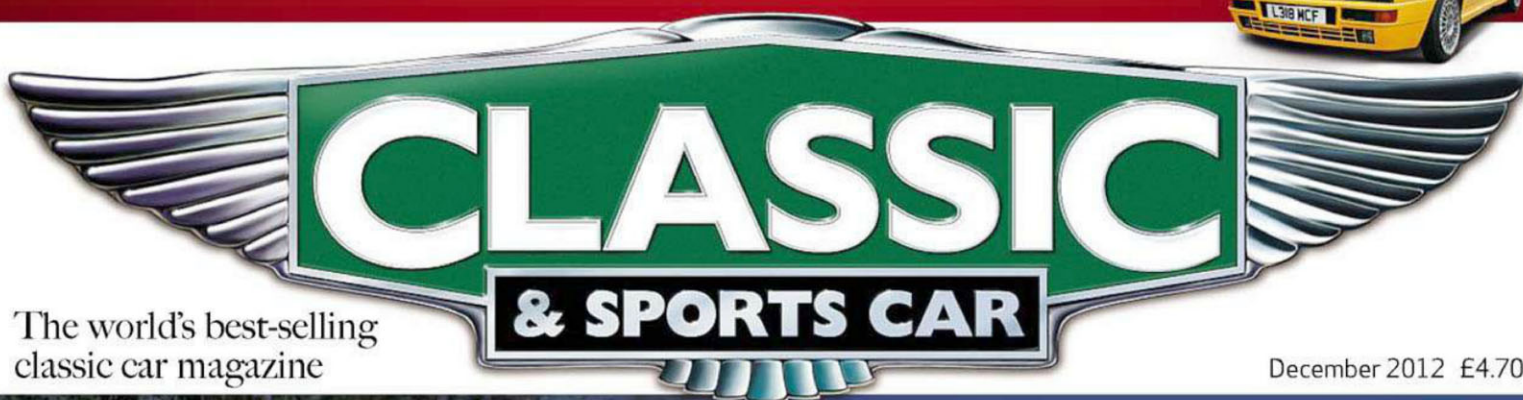


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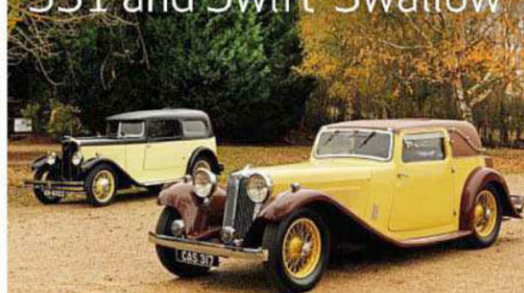
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Jaguar's elegant origins
SS1 and Swift-Swallow



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Mercedes epiphany



88

Pagoda sceptic
Mick Walsh falls
for the SL's charms
on a Spanish tour



130

Chest-rug coupés:
tin-top successors
to the Healey throne



126

C&SC plays riding mechanic on
Wolseley's 1907 Coppa Florio titan



100

The complete Ferrari GT? Mighty
479bhp 550 Maranello tested



116

Remembering the motoring heroes
of ITC Entertainment's finest shows



178

Lancia Delta Integrale: how to buy
a World Rally Champ for the road



150

Our classics:
an old friend
returns with
a new keeper



163

The Specialist
that's fettling
Britain's finest

NEWS

Editorial	4
The gallery	6
News & events	8
Your events	13
Sport	20
Lost & found	22

COMMENT

Mick Walsh <i>From the cockpit</i>	27
Alain de Cadenet <i>Inside line</i>	29
James Elliott <i>Misfire</i>	31
Simon Taylor <i>Full throttle</i>	33
Martin Buckley <i>Backfire</i>	37
Letters	39
Subscribe! 08448 488835	42

REVIEWS

Motoring art	44
Books	47
Models	51
Automobilia	53
Classic shrines	55
Next month	57

FEATURES

Mercedes-Benz 280SL	88
<i>In 60 years of the SL line, Stuttgart hasn't bettered the stunning Pagoda</i>	
Jaguar's foundations	96
<i>Making a case for the important yet oft-maligned SS1 and Swift-Swallow</i>	
Ferrari 550 Maranello	100
<i>The Prancing Horse's future past: a classic GT with real supercar pace</i>	
Panther Westwinds	106
<i>British coachbuilder's wacky creations</i>	
Mini Marcos	112
<i>Making the most of Issigonis' marvel</i>	
The real stars of ITC	116
<i>From The Saint to Man in a Suitcase, starring: Jag 2.4, Volvo 1800, Lancia Fulvia, Alfa SS, Imp and Vauxhall Victor</i>	
Wolseley 'Wolsit'	126
<i>Climbing aboard a 100mph Edwardian</i>	
Datsun 240Z vs Ford Capri	130
<i>1970s man's choice of six-cylinder alternatives to the classic roadster</i>	
Alfa Romeo Villa d'Este	136
<i>Buckley is bowled over by a 6C rarity</i>	

LIVING WITH CLASSICS

Our classics	148
Your classics <i>Austin A30</i>	157
Garage gear	161
Specialist	163

BUYING AND SELLING

Auctions	166
Market place	176
Buyer's guide <i>Lancia Delta</i>	178
Case histories	start on 191
30 years of C&SC	258



Editorial

It has been a month of casting aside our preconceptions as we put together this issue. First, Mick Walsh returned from his epic Spanish tour in a Mercedes-Benz Pagoda SL (p88) and declared that his opinion of a car he'd always dismissed as a comfy cruiser had been turned on its head. We were amazed to hear him doing the sums to find out whether he could stretch to one as a replacement for the Duetto...

Giles Chapman had a similar moment of enlightenment with the SS1 (p96), a machine long overlooked by marque snobs as having neither the power nor the sporting prowess of its Jaguar-badged successors yet one that, he argues, is pivotal to the early days of one of Britain's best-loved brands. Then there's the 1907 'Wolsit' – looks like a bedstead, goes like a Bentley – and the outrageous Mini Marcos, perhaps the greatest automotive argument for never judging a book by its cover.

Talking of covers, plenty of people are probably reaching for theirs and tucking up their classics for the winter months, but I had a perfect reminder at the recent Thatcham Classic (p13) of why it's worth keeping your car taxed and on the button all year round, just in case. Crisp, cool air, clear blue skies and warming autumn sunshine made it a delightful cross-country drive that I'd hate to have missed... we'll just pretend the torrential rain on the way home didn't happen! **ALASTAIR CLEMENTS**

Essex express delivery



No hesitation in picking my hero of the month: Mike Foreman. It is not unusual for one of our photoshoots to fall through at the last minute due to a breakdown – it's an inevitability when dealing with classics, however well-maintained they may be – but it is extremely rare that the owner simply walks a few paces down his garage and brings a near-identical replacement. Yet Ford Capri obsessive Foreman did just that for this month's story (p130), switching an Ermine White 3000E for a funky Onyx Green 3000GXL, just two of a dozen cars 'you always promised yourself' in his collection. And when Paul Hardiman sent this pic of the E we were missing out on, I couldn't resist sharing it.

Online offerings



Watch James Elliott put the Mini Marcos through its paces in our exclusive video



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HILLS ARE ALIVE TO THE SOUND OF BENZ

Editor in chief Mick Walsh was the sole Brit among 78 entrants for the Grossglockner Grand Prix, the first retrospective on the famous Austrian pass. Hero on 20-21 September was Jochen Mass, who wore period-correct flying helmet and goggles as he blasted the '37 Mercedes W125 up the 15km climb in 9 mins 8 secs (full story next month) Mick Walsh

THE 'PAGODA' ROOFTAKES A BOW

Engineer and safety pioneer Béla Barényi (right) and youthful designer Paul Bracq prepare for the launch of the W113 Mercedes-Benz 230SL at the 1963 Geneva Motor Show. The model was updated three years later with the 250SL, then the ultimate 280SL followed in '68 (see p88) Mercedes-Benz





A BUSMAN'S HOLIDAY IN UMBRIA

While staying nearby, C&SC subscriber and professional photographer Chris Overton came across this selection of 60 classics gathering in the walled town of Montifalco, Italy. The 9 September tour was in aid of local cancer charity Associazione Umbria per La Lotto Contro Il Cancro Chris Overton



GT MAN HITS THE TRACK

The big, hefty Ferrari 550 Maranello (see p100) seems an unlikely basis for a successful racing car, but that didn't stop Prodrive turning it into a winner. Here the 550-GTS of Peter Kox, Tomáš Enge and Jamie Davies chases down a Porsche 911 on its way to 10th overall and victory in the GTS Class at the '03 Le Mans 24 Hours Jeff Bloxham/LAT





SIMON HILDREW

JYS lights up the tyres of the BRM P261; he also drove his old Tyrrell 006

CROWDS TURN OUT FOR BRM BASH

The streets of Bourne echoed to the sound of single-seaters on 7 October for the second BRM Day. "The atmosphere was amazing," said former team mechanic and top historic racing specialist Rick Hall. A member of the 12-man committee, Hall was rightly proud of the reunion to mark the 50th anniversary of the British team's F1 World Championship win.

More than 25,000 people lined the streets to witness 30 BRMs in action, headed by two deafening V16s from the National Motor Museum and the Donington Collection. It was an emotional day for many but particularly Kevin

Wheatcroft, who demonstrated the racer his late father Tom drove at the '99 event to mark the centenary of founder Raymond Mays' birth. Star drivers including Damon Hill, Howden Ganley and Richard Attwood took little persuasion to attend, while Sir Jackie Stewart asked to come and gladly put off his Japanese GP commitments.

American collectors sent famous cars, with Miles Collier flying over the championship-winning P578 'Old Faithful' for Damon Hill to drive. Former BRM employees on hand included Tim Parnell, the Rudd family and '62 champion Graham Hill's wife Bette. When

the daughter of one mechanic learnt about the street party, she drove her disabled father from Wales to Lincolnshire for the day. "Everyone put in an amazing effort and we raised nearly £40,000 for local charities," said Hall.

The turnout of cars was remarkable, together with five transporters including the post-rebuild debut of the '71 Marlboro-liveried Leyland. A grid of rival racers was also organised, plus a Tyrrell 006 for Stewart to blast around the streets.



Wheatcroft's emotional run in Dad's V16



Hill in championship-winner 'Old Faithful'



Audi's Auto-Union D-type will star at NEC

Silver Arrow hits Birmingham

Classic & Sports Car plans to take the Footman James Classic Motor Show by storm from 16-18 November with a spectacular Auto Union D-type, on the 75th anniversary of the Silver Arrows' first race in the UK at the 1937 Donington GP. The two-stage supercharged V12 titan will be brought over to the NEC from its German base by Audi Tradition to star on the C&SC stand.

Elsewhere, there will be 1400 cars and 250 club stands, many following this year's show theme of 'What's the story?' to tell the fascinating tales behind their vehicles. Attracting interest will be a 1960 Lea-Francis Lynx, one of two Earls Court Motor Show cars, plus a 289 Register line-up showing the evolution of the AC Cobra from Ace to Daytona Coupe.

Advance tickets cost from £18.50; see www.necclassicmotorshow.com



Magnificent concours d'elegance selection gathered in Mdina's historic Cathedral Square



Burton's E-type was fastest post-war car



Greg Ramouna chases Jean-Marc Raffont



STAR-SPANGLED PRESCOTT

Steamers were the main attraction for the American-themed Prescott Autumn Classic on 6-7 October. Basil Crask rocketed off the line for a demo in his 1908 Stanley R-type (above), while Dr Robert Dyke ran his replica of the 1904 White sprint car 'Whistling Billy'.



RACERS TAKE TO KOP HILL

A squadron of Ecurie Ecosse team cars was a highlight of Kop Hill Climb on 22-23 September. Star cars included a '23 Bequet Delage (above), 1911 Scat C-type and 1920 Hispano-Suiza H6B, with some 14,000 visitors raising an estimated £40,000 for charity.



F1 FEVER IN SURREY

Benetton racers wowed 2400 visitors to Brooklands Autumn Motorsport Day on 14 October. The ex-Schumacher '93 B193 and ex-Piquet '90 B190 (above) were joined by F5000s, GTs, Touring Cars and Group B rally machinery.



ANNIE SOISBAULT RIP

Former tennis star Soisbault started competing in a Delahaye. Rally success in a Triumph TR3 led to Ken Richardson signing her to the works team for '58 and a year later she was joint European Female Rally Champ. She also raced a GTO Ferrari and a Porsche 906 (above).

Bugattis steal Maltese limelight

Malta's premier classic event took place for the fourth time from 11-14 October, in the picturesque town of Mdina. The highlight of the Grand Prix was the appearance of eight Bugatti greats that made the journey from central Europe, and easily outpaced the local crews once their owners had got the hang of the street circuit.

The varied entry was further boosted by cars from the UK,

Belgium and France, kicking off with a hillclimb on the western coast of the island. With the road twisting up the mountain, the steep drops left no room for error.

A concours was staged in Mdina's Cathedral Square on Friday, with some of the country's best-kept vehicles competing for top honours. Standout cars included a 1904 Cadillac that was first registered only a few yards from where it

was displayed, but the international panel of judges selected a factory-fresh MGA as Best of Show.

The celebrations moved outside the fortified town for the weekend, with competitors taking to a 2.2km track winding through the countryside. Brit John Burton is a regular on the event and this year he set the fastest post-war time in his rapid Jaguar E-type, pushed hard by daughter Charley in her XK140.



BEETLE GT WINS IN ARGENTINA

A stunning Volkswagen-based special scooped the first C&SC Trophy at Autoclásic in Buenos Aires from 5-8 October. Mick Walsh chose the car that stole his heart from a 1000-strong entry. Jorge Lizardo took the cup for his Bianco S, the Brazilian-built 1978 New York Show prototype that he took six years to restore.

The Best of Show prize was won by a Le Baron-bodied 1929 Stutz first owned by boxing star Louis Fipo. Other highlights of the Club de Automóviles Clásicos de la República event included tributes to Touring, 110 years of Cadillac, plus a Ferrari display to honour guest Froilán González. The 90-year-old birthday boy was presented with a superb sculpture and cake at the event.

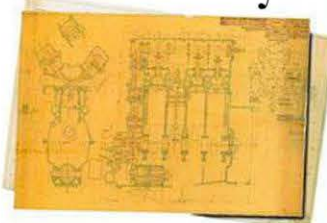
Buy a piece of history

Maserati has expanded its Classiche department but, rather than offer workshop and certification services like Ferrari, it is focusing on history and memorabilia.

Since 2010, the company has scanned 25,000 documents (15% of its archive), from blueprints to chassis data, 1926 to '85. It has also reproduced a huge amount of old workshop and publicity material, replicating period-correct finishes and colours. And now that work will be made available to the public. Owners and enthusiasts are able to buy a beautiful presentation box containing all of the documentation relating to a particular model, plus a 1:43 miniature and a digital version. The range initially includes 3500GT, Mistral, Ghibli, Khamsin and Biturbo, with prices starting at €259.

Owners of up to 13,000 historic Maseratis will also be able to buy a set of all the paperwork that relates specifically to their chassis number, from order to post-sale servicing. On top of that, thousands of drawings, bills of sale, books, data sheets and more have been preserved digitally, plus there is a wide selection of Classiche-branded merchandise. For more, see www.maserati.com.

Classiche folder has everything from blueprints to brochures



250F 'six' drawing among the scans



Thousands celebrate at MGB50



Impressive display of competition cars. Right: RV8 trio; Coune fastback



MIKE TAYLOR



More than 2500 MGBs and some 5000 enthusiasts from around the world braved awful weather to visit Blenheim Palace on 23 September for the MGB50 meeting. The event formed the culmination of the model's 50th-anniversary celebrations, and was a joint effort between the MG Car Club and MG Owners' Club. Arrangements began as long ago as 2008.

"The objective was to gather together 3000 MGBs," said John Watson, register chairman for the MGCC. "We chose Blenheim Palace because it was used for many

of the early photographic shoots to promote the car."

The central feature was a timeline of MGBs, with one example on display from each year of manufacture. Sadly, the persistent rain forced the cancellation of the arena programme, where selected cars – such as the Jacques Coune fastback and examples from the timeline – were to be exhibited.

Chief design engineer Don Hayter was on hand to sign copies of his new book (see p47), while owners could rub shoulders with personalities such as former racing

driver Lady Christabel Watson – née Carlisle – plus members of the old Abingdon team. A line-up of race and rally MGBs recorded the car's considerable competition career, while the trade stands included a stall from the British Motor Industry Heritage Trust.

The award for the best MGB roadster on the day went to Steve Cripps, while Gary Plumb claimed the prize for the finest GT. The Lancaster Insurance MGB Prize Draw, meanwhile, was won by David and Lisa Blake, who got to take home their very own roadster.

ZIS shines in Russia

Crocus Expo in Moscow was packed with more than 200 classic vehicles from 27–30 September for the 20th Oldtimer Gallery show. The main focus for the event was the Festival of Technical Museums, with long-forgotten artefacts brought out of storage.

Among the eclectic displays of cars, bikes and commercials, the stars included a spectacular recreation of the unique 1939 ZIS 101 Sport (below), the most powerful Soviet car of the pre-war period. Other favourites included a futuristic 1968 'Start' minibus – one of only four survivors – and a 1913 Ford Model T that was driven more than 16,000km to the show from Melbourne, Australia by owner Konstantin Mendilas.



Caption competition

The witty suggestion to go with our archive photo will win a superb 1:32-scale Revell slot-car of our choosing



We have no idea what to say about this bizarre, mechanic-laden cornering shot of a Citroën DS, but then the whole point of the *Caption competition* is for you to come up with them! So, send your suggestions to Caption Competition (December) at the p4 address by 6 December or e-mail captioncomp.C&SC@haynet.com and put 'December' in the title line. Please include your full address.

OCTOBER COMPETITION

A fine response to this picture of some health 'n' safety-free stunt driving. We liked Leo Kenny's: 'I know the Fiat 124 suffered from body roll but this is ridiculous'; Pete Lewis's: 'Bernard was never one to leave a hitchhiker standing at the roadside'; and Patrick Smith's: 'Mind you, I get a million miles out of the tyres on the other side! But the winner is Mark Bleazard for: 'Determined not to recall the press pack with the typo, the nervous Fiat press officer set out to prove that the new 125 would suit a family of 44 just fine.'



Mozzi beats Targa heroes

With three former winners among the 135-strong entry list, the second Eco Targa Florio Classic, held from 11–13 October, was hailed a success. Arturo Merzario, Vic Elford and Gijs van Lennep were no match for Giordano Mozzi, however, who took victory in a 1957 Fiat 1100. He racked up 423.44 points – 196 fewer than the second-placed Jaguar XK120 of Marco Gatta and Mara Pelizzari. Gino Verghini and Lamberto Fuso's 1992 512TR took the honours in the 64-strong Ferrari Tribute category.

Events diary

Shows, festivals and tours

NOVEMBER

16–18 Footman James Classic Motor Show Featuring the Classic & Sports Car Club Awards. NEC, Birmingham. See p8 for details 08712 301088; www.necclassicmotorshow.com

30 Charity Goodwood Track Day

Limited to just 25 cars on the day, to give maximum circuit time, at £150 per car 020 7299 4430; www.eveappeal.org.uk

DECEMBER

1–9 Essen Motor Show Massive event includes displays of Youngtimers and classics. Messe Essen, Germany 08712 770363; www.siha.de

5–9 Auto Retro Barcelona Club stands, cars for sale and Spain's biggest jumble. At Montjuïc Exhibition Centre 0034 93 410 59 51; www.autoretro.es

For more events or to add your own, go to www.classicandsportscar.com/diary

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Thursday 7 February 2013

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motorcycles and fine wine.

Following the spectacular auction at the Grand Palais in 2011, Bonhams is delighted to announce its return to this magical venue steeped in automotive history. Bonhams will be holding a sale of exceptional motor cars, motorcycles and automobilia. Heading the present entry list is this outstanding 1931 Bugatti Type 54.

Further selected entries are now invited for what promises to be a truly memorable event.

Ex-Achille Varzi/Monza
1931 Bugatti Type 54
Chassis no. 54201
Estimate: €2.5 - 3.5 million

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One owner from new
1962 Aston Martin DB4 DHC Vantage LHD
Estimate: €350,000 - 450,000



1911 Panhard X14, 4.5 litres
coachwork by Van Vooren
Estimate: €220,000 - 280,000



One owner from new
1949 Bentley Mark VI
coachwork by Graber
Estimate: €75,000 - 125,000

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West Berkshire's finest raised £343 for Macmillan Cancer Support, a new best

STANDARD TOPS THATCHAM SHOW

Everything from pre-war MGs via ex-military Jeeps, a mint Mk1 Fiesta and a Montego Turbo to a brace of Aston DB6s featured at the sixth Thatcham Classic on 13 October.

Car of Show from the 250 or so vehicles at the informal Dunstan Green event – organised in aid of Macmillan Cancer Support by C&SC's art editor Martin Port – went to Peter Mason's wonderful 1934 Standard 12 Deluxe saloon.

"We found her 40 years ago after she'd been driven around the fields in Crays Pond," he recalled. "She was in a poor state, but the only bit missing was the fuel pump – so we put a gallon can in the engine bay, fired her up and drove home! Then commenced the first restoration, after which she became our family

car. Three years ago, I got her out again for a nut-and-bolt rebuild."

Malcolm Bailey's Opel Manta 1900 was bought new by his parents in Durban, South Africa in October '75: "It's all original bar the fuel and water pumps, plus a bottom-half respray because it had its fair share of loose-surface driving in SA."

The gleaming gold Opel was also in the running for Car of Show, as were the lovely Sunbeam Rapier Series IV alongside that Richard Hudspith brought from Cold Ash and Philip Joice's gorgeous maroon Lotus Eleven.

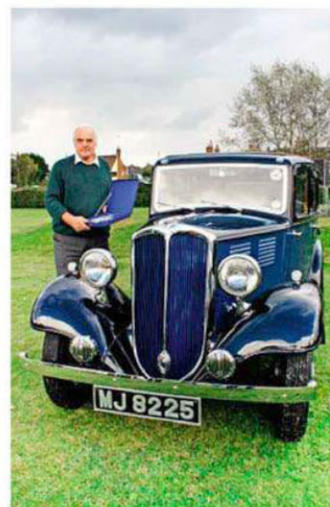
Clubs have started to attend in groups, too – such as the Austin A30-35 and Cambridge-Oxford OCs, both of which brought an excellent range of machinery.



Bailey's Manta and Hudspith's '66 Rapier



Cute Austin Seven with late-model Mini



Mason's superb Car of Show Standard 12



Heinkel-Trojans – note key! Below, l-r: Miller's Minicar; Culmsee and Engel came from Köln; Walkers' 1957 Mochet

Tiddlers head to coast

Bubble cars of all shapes and sizes gathered in Belton, Norfolk for the 38th National Micro Car Rally on 9 September, hosted by the East Anglian Micro Car Club. Terry Horwell deservedly picked up the award for Furthest Travelled at 520 miles in his Bond, which was also voted the Best Bug. Arguably the most adventurous, though, were Andreas Engel and Oliver Culmsee, who drove their Goggomobil TS300 Coupé from Cologne, Germany. "It took us about eight hours to drive across Europe to the seaport and

then 1½ up to Great Yarmouth – using all minor roads where possible," enthused Engel.

Andrew Meynckens drove his Isetta from Belgium, while Remco Ruiter came from The Netherlands in his BMW 700, with fellow Dutchman and NMCR regular Gerard Vingerhoed from Oldebroek in his much-travelled 1956 Heinkel.

One of the star turns from the 115 cars entered for Sunday's show 'n' shine was a Mochet Type CM125, the last French *voiturette* made by Charles Mochet. It's powered by a 125cc single and was brought by specialists Graham and Dan Walker.

David Miller's '51 Bond Minicar MkA is one of eight known in the UK: "It's as basic as it gets. There are no doors, chassis or rear suspension, and only tiny brakes to the back wheels. Last year we trailed it to The Netherlands and clocked up 350 trouble-free miles touring around"



Coker entertains Healey fans

A record 174 entries from eight states converged on Agri Park near the University of Arkansas campus in Fayetteville for the 11th Brits in the Ozarks All British Car & Cycle Show on 8 September. Hosted by the British Iron Touring Club of NW Arkansas, the event raised a record \$19,500 for the ALS Association of Northwest Arkansas to help fight what's commonly known as Lou Gehrig's Disease.

Austin-Healey stylist Gerry Coker was special guest, so it was no surprise to find plenty of his designs on display. One of the Big Healeys landed the Chairman's Choice gong: the superb 100 Le Mans replica of David and Kathy Wirkin from Kansas City, Missouri.

Not to be outdone, there were no fewer than 10 Morgans including the '52 Plus 4 that Joe Aid drove all the way from Tyler, Texas. Aid picked up the Hard Luck award, mostly out of sympathy for his long drive, given the added benefit of a few thunderstorms, with no hood and only aeroscreens on the car. He also had a headlight fall off. Oddities included Jim Peckham's Austin A35 van, plus Wes and Starla Stewart's 1954 Sunbeam-Talbot dhc.



Ozarks show drew Brit iron from eight states plus various MG, Morgan and Triumph clubs



Chairman's Choice went to Wirkins' Healey



Wes and Starla Stewart's Sunbeam-Talbot

Rita Carney was given the Blind Eye prize, for the spouse deemed most tolerant of their other half's car-related activities. Her husband Jim, BITC treasurer, maintains a stable of runners and projects varying from a lovely E-type fixed-head

to 'bikes and an XJ6 with a GM V8 that's awaiting the transplant of a '49 Ford body onto the floorpan.

As BITC president Bill Watkins put it: "After the purists removed their fingers from their ears, Rita's award was warmly applauded."

Aussies go to college

More than 150 cars met in the grounds of Wesley College near Melbourne for the Rolls-Royce Owners' Club Victoria branch's annual concours d'elegance on 16 September. "The quality and standard, from the early '20s to current models, was stunning," enthused event regular Heinz Schendzielorz. "The restored examples are a work of art and the unrestored cars are a delight, too – more interesting, because they are 70-90 years old, still running and have stood up well to the ravages of time."

It wasn't all Royces, though. There were two fabulous Pierce-Arrows, one of which was rebuilt from a wreck found on a farm.



Latin Brits break record



Swiss-based Triumph Italia expert Leo Ranner gathered 11 of these Anglo-Italian beauties at Lindau, by Lake Constance in southern Germany on 25-26 August.

A European record for the number of cars present, it included vehicles from The Netherlands, France, Austria, Switzerland and Germany, plus Ian Tomlinson's 1960 car, no 224, from the UK. Its 'sister', 225, is now owned by German-based Brit Paul Williams but it once belonged to Edgardo Michelotti, son of the car's designer Giovanni. The oldest present was no 16, built in 1959 and owned by Swiss Willy Nyffeler.

The event was a chance for long-standing 'pen friends' to finally meet. Irishman Adrian Sinnott came from New York to enthrall the group with his huge knowledge of the cars. "My only regret was having to leave my Italias, one of which is no 3, back home," he said.



From top: at Lake Constance; Italias of Wieland Schwarzkopf and Williams

"We've seen the profile of the Italia rise rapidly in recent years," commented Ranner, "as more people discover the car as an ideal mixture of straightforward British engineering and elegant Italian styling, but still at fairly affordable price levels. Although, with only about 85 of the original 329 cars still around, the market appears to be catching up fast!"



Sensational Miura was pick of the Lambos



Al Palmer's 5800 heads classic Toyotas

Full of Eastern Creek promise

The Shannons Eastern Creek Classic drew an almost unfeasibly broad range of 1900-plus vehicles from 150 clubs to the Council of Motor Clubs event at the Sydney circuit on 26 August. A superb Studebaker selection ranged from Mark Tait's '28 President 8 to a pair of Avantis and a dazzling white restored

Champ pick-up that landed the Ute of the Day award. An impressive group of Lamborghinis featured an Espada, a Miura and a Urraco.

"Local takes on British models featured," said expat Brit Chris Martin, "such as a couple of 1950s Vauxhall Vagabond convertibles and a Humber Vogue – a badge-engineered hybrid of Humber Sceptre and Singer Vogue."

Home-grown marques included the Bolwell Car Club's Nagaris and MkIVs, plus a line of immaculate Toranas and several 'Humpty' Holdens – one a period taxi.

Nearby, the Vintage Speedcar Association brought an outstanding pack of oval-track machines accompanied by a few Midget racers, now known as Compact Speedcars.



Colourful Toranas took centre stage at Shannons Classic

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Early cars star at 'Vette Nationals



Clockwise: Lamberts' Best in Show '58; Orkin's just-rebuilt '54; Orton with '66

PAUL BUSSEY



The Classic Corvette Club UK mustered almost 200 cars spanning all variations for its first Nationals at Putteridge Bury Conference Centre, Luton, on 16 September. Early-generation cars were thin on the ground, but there were some fantastic examples to be found.

Alfie Orkin brought the Polo White '54 that he's owned for c23 years and which last appeared at the Nationals some 20 years ago. He has been painstakingly restoring the car – which is super-rare in

Europe – over the past 13 years. It deservedly picked up the Best C1 Award 1953-'62, while Mick and Alison Lambert's beautiful 1958 Roadster landed Best in Show.

CCCUK stalwart Dieter Orton pitched up in his '66 Sting Ray, which he bought 12 years ago and uses as often as possible.

"It isn't polished that much nowadays because I prefer to drive it," he explained. "I took it to the Le Mans Classic and managed to get all the way there on one tank of

fuel. The car is more at ease cruising at 80-85mph at 2700rpm, when it hits that sweet spot." Orton also has a C5 'Vette as his daily driver.

Cars came from across the UK and the continent, including The Netherlands, Sweden and Poland. Belgian photographer Jonny Bens brought his '99 C5, while John and Noelle Wilkinson drove down from Warrington in the C6 that they've owned for five years and Irishman Simon Aherne landed the Chairman's Choice Award for his C5.



Federation update

At our AGM on 6 October a new chairman, David Whale, previously our director of heritage, was elected when Chris Cunnington stood down after a three-year term. Following the formal business, the Federation hosted a conference attended by 65 organisations that focused on three topics: strategy; research; and a review by director of legislation David Hurley on the latest consultation documents.

The strategy document identifies the purpose of the FBHVC as: 'To maintain our freedom to use yesterday's vehicles on tomorrow's roads.' We are also committed to research programmes aimed at valuing the historic vehicle movement, working with trade supporters to ensure that skills are preserved and, via the heritage and culture team, striving to preserve and promote all types of vehicles in the broader context of our national history.

Vice-president Geoff Smith reported on the recent impact studies at the Beaulieu Autojumble and Goodwood Revival, outlining the intention to extend this research to smaller club events. David Hurley provided updates on the Historic Vehicles Exemption Review; Law Commission Taxi and Private Hire Vehicle Review; Transforming DVLA Services; plus a consultation entitled Vehicle Online Services and the EU Roadworthiness proposals.

We now have vacancies for two board positions – heritage and communications – so please contact the office if you feel you could help.



The FBHVC maintains our right to drive yesterday's cars on tomorrow's roads



CANAMANIA COMES TO TOWN

The revitalised National Can-Am Car Club Canamania Show drew 350 mainly American classics to a new venue on the outskirts of Wimborne in Dorset on 26 August. Best of Show went to Teri Smith's 1950 Mercury Coupe low-rider – built from a rotten hulk in 4½ years – while Dave Mercer (above) took his '64 Cadillac soft-top.

CUTTING A RUG ON THE COAST

Pontins, Camber hosts the popular Rhythm Riot! '50s-lifestyle festival from 16-19 November. It features a massive line-up of bands and DJs, a vintage pedal car Expo, plus a classic and custom car cruise into nearby Rye on the Sunday. Call Robin Wethersbee for gen on 020 8566 5226 or go to www.rhythmriot.com



Clubs diary

Shows, meets & gatherings

NOVEMBER

11 Staffordshire Classic Car Show

Plus concours final at Uttoxeter Racecourse (rescheduled from 30/9). Also Classic Car & Bike Show at Newbury Racecourse the same day 01484 667776; www.classicshows.org

11 Poppy Day Parade & Service –

Military Vehicle Meet All day, at the Ace Cafe London 020 8961 1000; www.ace-cafe-london.com

11 Mudeford Meet

At Mudeford Quay, Christchurch, for all classics (also 9/12) www.mudefordmeet.co.uk

11 Classic Car Breakfast Meeting

At the White Lion Antiques Centre, Hartley Wintney (also 9/12) 01252 845845; www.whitelionantiques.co.uk

18 Post Vintage Humber Car Club

Meeting At Kempton Steam Museum, Middx when its huge Number 6 engine will be running. Free entry for Humber driver and one passenger. Other classics welcome. Nigel Burgess 020 8894 4346; www.kemptonsteam.org

21 TVR, Lotus, Ginetta and Noble

Night From 6pm, at the Ace 020 8961 1000; www.ace-cafe-london.com

24 All American Cruise-In + Station

Wagon & Dayvan From 4pm, at the Ace Cafe London. Contacts as above

25 Coffee and Cars

Last Sunday of the month meet, 12-4pm, at Dee Dee's Jazz and the Funk, 77 Herne Hill, London SE24 9NE. Shayanna Dyer-Harris 020 7326 1155; info@deedees-jazz.com

25 Malvern 'Drive In' Classic Car &

Bike Autojumble In the Wye Halls, The Three Counties Showground, Malvern 01484 667776; www.classicshows.org

29 Chelmer Valley Car Meet

From 8pm, at The Lodge, near Battlesbridge, Essex (also 27/12) 01245 268157; e-mail: colinmoles@hotmail.com

30-2/12 Christmas Cracker Tour

via Bucks and Berks. Keith McGee 01935 474630; www.merlinevents.com

DECEMBER

26 Boxing Day Charity Classic Car

& Bike Meet Busy gathering from 9am-1pm in Aldi, Crosfield Hall and Bus Station car parks, Romsey, Hants, open to pre-'76 vehicles www.romsey-classiccarandbikemeet.co.uk

For more events or to add your own, go to www.classicandsportscar.com/diary



ROSY PUGH FBHVC SECRETARY

FBHVC lobbies in Brussels and Westminster. For info: call Rosy Pugh on 01865 400845, e-mail secretary@fbhvc.co.uk or see www.fbhvc.co.uk

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Fords dominated Spa 6 Hours, with Wills/Hartley leading until the final hour before their gearbox failed

ERIC SAWYER



Pearson only practised rapid Porsche 917



Furiani and Hahne won U2TC in Alfa GTA



Dramatic McLaren M1 scrap, with Wills/Hartley leading eventual victors Hardman/Fisken

GT40 TRIUMPHS IN SPA THRILLER

Simon Hadfield and Leo Voyazides – runners-up by narrow margins for the past two years – finally landed the result that Greek Voyazides had craved when their GT40 swept to a spectacular victory in the 20th Spa 6 Hours from 21-23 September.

The fastest race in its history – in essence a 114-lap sprint – was an epic that the GT40 of Kiwis Roger Wills and Brendon Hartley led for the most laps, only for its gearbox to fail within sight of victory.

Hadfield, three times a previous winner of the celebrated historic enduro, led initially before Dutchman Allard Kalff thundered Michiel Campagne's Chevrolet Corvette Grand Sport replica ahead, staying in front for an hour.

Buoyed by his Mercedes-Benz F1 test at Magny-Cours 10 days earlier, 22-year-old Hartley put in a stunning middle stint. But his pace as darkness fell drew the best from Voyazides, who stayed on the lead lap without overstressing his steed.

Five-times Le Mans 24 Hours winner Emanuele Pirro, making his Spa 6 Hours debut, shared Shaun Lynn's GT40 and set a cracking fastest lap before handing over.

The battle for large-capacity GTS honours was equally dramatic, between the E-types of John Clark



Simon Fish's Ensign won both GP Masters

'Brendon Hartley's pace as darkness fell drew the best from Leo Voyazides, who also stayed on the lead lap'

and Chris Scragg and the McInerneys' TVR Griffith. The TVR lost its brakes, then shed a wheel that thumped heavily into Scragg's car.

Out in front – when the stagger of the second driver and fuel stops had unwound – Hadfield was 45 secs behind Wills. The gap steadily decreased as Hadfield piled on the pressure, then shrank more rapidly as Wills' Ford started to lose gears.

"Second went, then fifth, then more. I was gutted," said Wills, who was classified fifth. His red rival, the Scuderia Filipinetti GT40 of Voyazides and Hadfield, took the lead on lap 108 and howled home with metronomic precision.

Lynn and Pirro were a lap down at the chequer, regretting not pushing harder. And, despite the Chevy needing a late splash of fuel, the Corvette team was surprised but elated to finish in third place.

Wills and Hartley's luck did not improve in the Masters Sports Racing supporting group, in which a yellow-flag infringement dropped them behind the similar WDK-run McLaren M1C of Peter Hardman and Gregor Fisken.

Simon Fish (Ensign N180) won his maiden GP Masters events with Belgian Jean-Michel Martin (Fittipaldi F8) in his slipstream, while Jason Minshaw (Brabham BT4) scored an HGPCA double – repeating his Silverstone Classic success.

Alfa Romeo GTA, BMW 1800Ti and Lotus Cortina teams filled the U2TC podium. Alex Furiani and Bernd Hahne were hailed as victors, despite Hahne leaving the pits via the F1 exit after the swap.

Philip Walker shared his Lotus 15 with Danny Wright, while regular partners Carlos Monteverde and Gary Pearson (Jaguar D-type) won the concurrent Stirling Moss and RAC Woodcote Trophy races, the latter pair just shaking off the Cooper-Jaguar of Fred Wakeman and Patrick Blakeney-Edwards.

Five questions for...



GARY PEARSON

Top historic ace and specialist got to drive his ultimate racer around Spa

How was the 917? This was my dream car as a kid. To finally drive it at Spa and Le Mans this year was awesome. And then some.

How fast was it? On one practice lap at Spa, I got a tow onto the straight where it touched the rev limiter in top gear. That's about 220mph and it felt as safe as a Group C car, with no lift.

How does it handle? We've lowered and stiffened the car a little, but the balance and brakes are phenomenal.

Are there any drawbacks? The cockpit is a little cramped but, as David Piper says: "That's an occupational hazard of the 917."

Is it the 1970 Le Mans winner? No. Carlos also owns that but it's too valuable to race. This is the ex-Piper 917 painted to match.

Walker takes double win at Snetterton



An outstanding Hawthorn Trophy for '50s sports cars was the highlight of the VSCC's first-ever visit to Snetterton on 30 September. One of the largest crowds of the year at the Norfolk track witnessed a gripping battle between Philip Walker's nimble Lotus 15 and a thunderous V8 pair – Julian Majzub's Sadler and Tony Bianchi's Farrallac. Winner Walker was right on the limit through the corners in order to hold off the fierce V8s down the straights.



Peter Rutt continued the giant-killing tradition with an impressive fourth place in his Lola Mk1.

David Morris chalked up his eighth Historic Seaman Trophy win after bringing his ERA R11B back to Snetterton, where Ken Wharton sprinted it in 1951. The Seaman was combined with the Flockhart Trophy in which Walker set the pace in his Lotus 16. Morris ran second before Michael Steele's Connaught C-type and Fred Harper's Kurtis Indy roadster swept past.

Mercedes F1 engineer Robin Tuluie had an impressive drive in his aero-engined Riley Menasco 'Pirate' to secure the top slot ahead of Chris Hudson's Bugatti T35B in the Vintage Seaman contest.

Rather than compete in the racing car group, Matt Grist fitted wings and lights to his Alfa Tipo B and roared to victory in the Redgate Mug Trophy, while Nigel Ashman's Cooper-Norton MkII held off Simon Frost Martin in the 500cc F3 grid.



Clockwise, from above: '50s sports-car dice; Morris in R11B; John Potts' 1947 Monaco



BUGS STORM REMPARTS

Eight groups, from pre-war to classic Formula Renault, roared around Angoulême from 14-16 September. A team of Wolseley Hornets was headed by Tim Greenhill, who took pole but had a crownwheel and pinion fail at the start – leaving victory to Regis Bougnoux's GP Bugatti (above).



HAREWOOD CELEBRATES 50

Three historic championship cars – the Hepworth FF, the Felday-Daimler (above) and the Ferguson P99 – returned to Harewood to mark the Yorkshire hill's 50th from 21-23 September. Peter Smith drove the Speedwell GT he bought new and competed in at the first Harewood climb in September '62.

No catching Bannister

He nearly qualifies for a bus pass, but Steve Bannister reminded everyone that he's still the King of Yorkshire by taking a consummate win in his Ford Escort Mk2 on the Trackrod Historic Cup on 28-29 September. Bannister – with Louise Sutherland on the maps – won by 4½ mins-plus after four long stages in his beloved forests of Dalby, Langdale, Gale Rigg and Cropton.

Belgians Stefaan Stouf and Joris Erard continued their build-up to the Roger Albert Clark Rally by easily topping Category 2 in their Escort Mk1, while Graham Waite and Gill Cotton oversteered their Volvo Amazon to Cat 1 victory.



Bannister splashes to a dominant victory



Guikas' Martini Porsche 908/4 – one of many Stuttgart exotics – was fifth in CER 2

Porsches shine at Paul Ricard

A sensational sports-prototype group featuring a Le Mans-winning Porsche 936 was the highlight of the Dix Mille Tours at Paul Ricard from 5-7 October, although Carlos Monteverde and Gary Pearson had mixed fortunes. After practising in their 936, they failed to start the CER 2 race but had dominated the CER 1 field after qualifying quickest in their copy of the 1970 Le Mans-winning 917 – only to suffer a two-lap penalty for changing drivers outside the time period. Their nine-place drop gifted victory to David Franklin and Steven Read in their stunning Ferrari 512M.

Bob Berridge looked set to take the Group C laurels in his Mercedes, but the Nissan R90CK of Steve Tandy and Joe Osborne inherited the lead after the C11 suffered gearbox problems. "It was still pulling like a train at 220mph on the Mistral Straight," said British GT race-winner Tandy.

Sporting diary

Races, rallies, trials and more

NOVEMBER

8-11 Rally of the Tests Torquay, West Country, then Wales to Chester 01633 263366; www.classicrally.org.uk

23-25 Roger Albert Clark Rally

Including Dalby, Hamsterley and Newcastleton special stages www.rogeralbertclarkrally.org

23-25 Tasman Revival FJs, plus '60s

Tasman Cup, F5000s, sports-racers and Touring Cars at Eastern Creek, Australia www.tasmanrevival.com

28-2/12 Bahamas Speed Week

Revival Homage to legendary '50s and '60s Nassau events, featuring challenging Fort Charlotte Hillclimb www.tasmanrevival.com

DECEMBER

1-4 Le Jog Gruelling reliability trial, from Land's End to John O'Groats 01656 740275; www.heroevents.eu

For more events or to add your own, go to www.classicandsportscar.com/diary

XK RESCUED FROM GRAIN STORES



Front of the XK120 has lasted better than the rear; engine has seized

Keen TR Register member Chris Bowns has long been loyal to Triumph, but he was always attracted by the Jaguar XK120. He thought that his chances of finding one that he might restore for a price he could afford would be difficult, however. Then his friend Mike found one for sale in Inverness.

"The owner, a Mr Lann, had stored the car in several barns since 1968," said Bowns. "It was original and complete, with matching numbers. The chassis was sound because it had been kept in well-ventilated grain stores. The rear of the car will need replacing, but the front was good."

The drophead coupé was registered DKS 776 and originally painted black. Research has shown that the first owner in 1954 was FS Robertson of Edinburgh, then there is a gap in the records until it was being run by a Mr Williamson of Buckhaven. If you remember the car, please e-mail c.bowns@sky.com

Another Jaguar, meanwhile, has resurfaced in America. A firm of land clearers was brought in to flatten an old farm in New Jersey and instructed to sell for scrap any metal they found. "They thought a Dodge motorhome was the most valuable item there," said enthusiast Allyn Griffith, "until they looked in the chicken coop." There sat a 1969 E-type and the remains of two MGAs. Apparently, the farmer had abandoned the Jaguar's restoration many years ago. Griffith bought the fixed-head coupé, but the MGs were too far gone.



XK's interior is scruffy but largely intact



US E-type was in a collapsed chicken coop



Body has rusted, but running gear is sound

Military Riley on parade

Keith Rogers from south Wales has spotted a Riley Nine in storage at his local bodyshop. It is owned by Huw Griffiths, who inherited it when his father died in 1985. It's a 1931 WD model, derived originally for military use. This specification has oversized wheels, a lower axle ratio, a stronger chassis and higher ground clearance. There are rumours that the car was raced in South Africa before WW2, and it was owned from 1957-'67 by Riley Register co-founder SM Smyth. Griffiths has hardly used it, but kept it for sentimental reasons; it hasn't run since a friend's wedding 20 years ago. Now he needs the space, so the car is for sale; call 01685 374354.



Nine has been in same family since '75



Engine is the standard 1087cc ohv unit



Mk1 was stored shortly after completion



Dash and instruments are in pristine order

Timewarp Rochdale uncovered

Ben Bettell from Dorset has purchased a car that he believes has travelled only 26 miles in the past 49 years, and has never been registered. Eric Kerr of Inverness collected a part-built Rochdale Olympic from the works in September 1962. Kerr finished the Mk1, but when he road-tested it the engine had low oil pressure and the car was put away in a warehouse

until after Kerr's death. In 2007, it was bought by Roger Cook of Bury St Edmunds, who then sold it to Bettell. He said: "I have stripped it to a bare shell. The components are like a timewarp; even the insides of the brake drums look new and there are BMC stickers on the suspension parts. The car is still in the original gelcoat with the mould split-lines that were never fettled."

Reader find of the month

Send in a 200-word story plus a selection of photographs of your discoveries to the usual C&SC address or e-mail lost&found.C&SC@haynet.com and you could win £100!

CLASSIC
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GRABS



Coke with Geoghegan's ex-Howe Topolino

Dan Geoghegan, owner of the Alvis Speed 20 featured in our May issue, has made an unexpected addition to his fleet. He explained: "I came across the Fiat Topolino when answering an ad for a 1956 Morris and, having decided that the Minor was not for me, I mentioned to the vendor that I would love to get my hands on the Fiat. The rest is history, and when my friend Gus Coke came to help me extricate it, he fell in love with – and bought – the Morris. We managed to pull the Topolino out with the vendor's tractor mower, and I am pleased to report that it fits in a long-wheelbase Ford Transit!"

The 'Transformable' Fiat had been laid up in a barn since 1978, and had an interesting history. Said Geoghegan: "Earl Howe had several Topolinos, but this was his last and he owned it at his death in 1964. It is still in his original paint. Apparently, Howe used it to drive to the House of Lords from Mayfair. It would be very interesting to hear more of his Topolinos if anyone has any information."



Mower pulled Fiat from its resting place

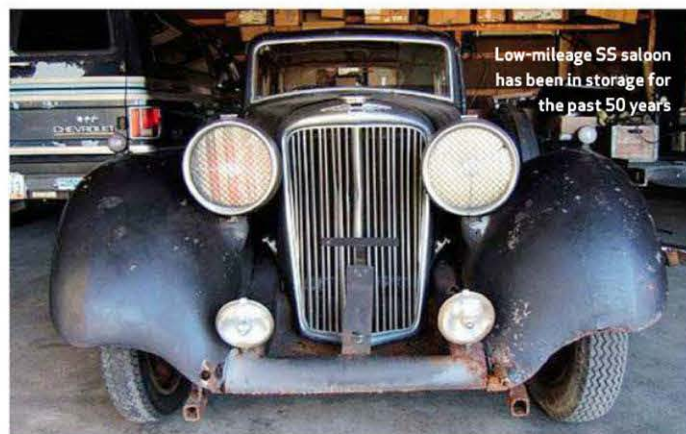


Geoghegan (on left) with vendor Dr Lourie

Conserve and protect

The Coventry Transport Museum believes that restoration is not always necessary, and when a car is highly original it will often preserve it. The latest exhibit to fall into this category is a 1914 11hp Humber, registered DA 1322. Nothing is known of this car's history before it was sold by Christie's in September 2002, when it was bought by 88-year-old Norman Hibberd, who intended to rebuild the Humber for the following year's Coventry Run but died before much work could be done. It was his wish for the Coventry-built model to stay in the city, so his family presented it to the museum.

This 11hp is the only car that is known to survive with the firm's own short-lived pattern of artillery wheels; earlier cars had wires, and by 1915 wheels were fitted with studs and nuts.



Low-mileage SS saloon has been in storage for the past 50 years

Ex-pat SS emerges from hiding

In May 1936, a 2½-litre SS saloon left the factory bound for London dealer Henlys, which sold the car to NR Goodbody. From there, the history is unknown. It was exported to the USA at some time and there are rumours of a photo appearing in the *Washington Post* in 1948 of the newly elected Senator Hubert Humphrey and his wife Muriel picnicking alongside the car. The previous owner says that he has a photo of Humphrey's niece with it, so perhaps it was hers.

The SS had been in store for 30 years when it was bought in 1992 by a Connecticut dealer. It sold the car to the previous owner, a doctor from New York who stored it for a further 20 years. When Jerry



Bensinger recently bought the car, it had been unused for around 50 years. "I had a mechanic pull the oil pan and borescope the cylinders," said Bensinger. "The engine looks like new inside – perhaps the mileage of 21,000 is correct. It's an early overhead-valve 2½-litre, last of the [factory] coachbuilt cars rather than the later 1938 all-steel ones."

Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p4 address or e-mail your requests to lost&found.c&sc@haynet.com



TRACING A MYSTERY T97

Tatra Register UK chairman Ian Tisdale (ian.tisdale@hotmail.com) owns what he thought was the only UK-registered T97, but he found an extract from the April '89 issue of C&SC that mentions another, owned by Chris Reynolds. "I don't know the car," said Tisdale. "Can anyone put me in touch?"



MINI'S RALLYING HISTORY

Mark Smith is restoring 7676 HA, a '63 Mini Cooper 'S'. It was first registered to Leslie Brooke, who co-drove it on the '64 Rallye Monte-Carlo with Paul Easter. It also took part in the Acropolis, Lyon-Charbonnières and RAC rallies. Smith would appreciate any further history. E-mail: westfield@postmaster.co.uk



THE NON-EXISTENT BIOTA

John Rayner (jgrayner29@aol.com) is trying to trace the history of a 1970 Biota, registered BBL 951J. "The car came from Steve Oldham from Hook, Hampshire," said Rayner. "He'd had it for more than 10 years but there are no documents and the DVLA says that the number has never been issued. As far as it is concerned, the car does not exist!"



MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to meware@oakenbrow.demon.co.uk

Rare tin-tops spotted Down Under



Clockwise: Colorale is thought to be unique in WA; Holden utility; Morris J; sad Fairlane



The rural town of York in Western Australia, 60 miles outside Perth, is well known for its motor museum, which displays the excellent collection of Peter Briggs. In addition to the museum cars, there are various interesting but sad vehicles scattered around the neighbourhood. In one back street sits a Morris J-type with sliding doors; these vans were popular in Australia but, as is often the case with commercial vehicles, few have survived.

Nearby, in a light industrial area, is a yard behind a workshop that is dotted with wrecks. There are

several Alfa Romeos from the 1980s, as well as a pair of Nikis, as the FSM Fiat 126 was marketed in Australia. Older vehicles include a complete but worn-out Holden EK ute, dating from 1961, which was

clearly seen better days and is decorated with a good growth of lichen.

There is also a Renault Colorale, an early attempt at an SUV. Few were sold Down Under and this is the only example known to survive in Western Australia.

The selection of American cars in the yard includes a late-'50s Ford Fairlane sedan. These cars were assembled in Australia from CKD kits and were popular with country buyers. A left-hand-drive American-market Porsche 924 languishes there, too, but it's long past being worth saving and only fit for parts.



BUG NEEDS RECHARGING

The Briggs & Stratton Flyer, made from 1919-'24 in Milwaukee, had a tiny engine on its fifth wheel. In 1924, the Automotive Electric Service Co bought the rights and built the four-wheeled Auto Red Bug. An electric motor drove its nearside-rear wheel; this one was offered via www.prewarcar.com



MODEL TS NEED SYMPATHY

About an hour's drive from Adelaide, there is a typical local wood-and-iron barn housing a huge cache of tractors and c100 stationary engines. There are also three Ford Model Ts, all of which have been stored for years: one is a c1910 car turned into a pick-up, one a factory-built '23 buckboard and the third a 1923 tourer. All have since been put up for sale.



Triumph began life as four-door saloon...



...resto begun in '73 is due to end this year!

Sick Gloria in transit to rebuild

Bob Smith's 1936 Triumph Gloria saloon must be a contender for the longest-ever restoration project. He bought the car in '73 and hopes to have it back on the road by the end of this year. "VN 9200 started life as a G12 four-door saloon," he explained, "and was originally supplied to William Rowntree and Sons of York. It later passed to the Central Garage in Barnards Castle. The car changed hands several times, always in Yorkshire, and I found it at a Huddersfield garage. It had been taken in part-exchange around 10 years earlier and since then had lain out in the open.

"I set about dismantling the car and, in my rush of enthusiasm, I made the mistake of taking the body off before replacing the rotten timbers and lost the strength of the shell. Consequently the frame disintegrated, which prompted my decision to rebuild the car with replica tourer coachwork. The car was rebuilt mechanically and drivable when work was suspended."

After marriage, children and a number of house moves, this year he has picked up the baton once more. Some of the previous work will have to be looked at again, but most has stood the test of time.

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(December) at the p4 address or e-mail mysterycar.c&sc@haynet.com with 'December' in the subject line. Please remember to include your full postal address so that we can send you your prize.



SEPTEMBER'S WINNER

Vauxhall PR guru Simon Hucknall was one of the first to identify the pretty Simca 1501 Coupé by Heuliez featured in September. Many more correct entries followed, but the winner was one of the last – and by far the most complete – to arrive, an impressive submission by former victor Andy Peckham. We're also able – belatedly – to announce a winner for July's mystery machine. Scott Barrett spotted the '65 Fiat 1600S Coupé by Savio, a toned-down version of the carrozzeria's design first seen two years earlier.





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Mick Walsh

FROM THE COCKPIT

From a dream job at Cord as a youngster to designing a vertical-take-off jet, the career of Alexander Sarantos Tremulis was always diverse and forward-looking. By his own definition, he preferred to be called 'an imaginer' rather than a stylist. The name of this Greek-born industrial designer cropped up several times in my travels from Monterey Week in California to a visit to the site of the 21st Century Exhibition Park in Seattle.

Tremulis' portfolio must have been hugely varied, beginning with his childhood sketches inspired by stock in the Stutz and Duesenberg showrooms around his hometown of Chicago. Story has it that the talented, car-mad youth used to play truant from school and spend the day drawing the latest arrivals. His father was a physician, who indulged in fast cars for his calls. With a Stutz or Mercer parked on the drive, it was no surprise that Tremulis junior had an eye for great form. His interest in streamlining started with a dramatic signed photo – hung in his father's office – of Tommy Milton gunning the chiselled, twin-engined Duesenberg along Daytona Beach at 156mph in 1920. That action shot clearly left a lasting impression, because four decades later he became involved with a record-breaking motorcycle.

The talented 20-year old's sketches were spotted by a Duesenberg sales manager, who was so impressed that he hired Tremulis. His three custom Model Js, built by Barker, are regarded to be among the most beautiful Duesies produced.

Tremulis went on to work with Gordon Buehrig at Cord – no doubt having a hand in styling the sensational 810 and 812 – and record-breakers clearly influenced his dramatic lines for the 1941 Chrysler Thunderbolt. After Tremulis had produced a series of concept road cars inspired by LSR machines, Chrysler was so taken by his sketch based on George Eyston's 357mph challenger that it had the bulbous two-seater built at Briggs Design for a successful roadshow. During WW2, Tremulis joined the US Army Air Corps, where his blue-sky thinking was encouraged for the rocket-boosted jets that were a precursor to the Space Shuttle. Tremulis' fascination with



Tremulis and team building Tucker design model.

Left: Gyronaut X-1 at Bonneville

'The car-mad youngster used to play truant and spend the day sketching in Duesenberg showrooms'

record cars led to a friendship with Ab Jenkins, and in 1946 they teamed up to design a 600mph jet-powered machine, but short supply of engines aborted the challenge. Preston Tucker had also noticed Tremulis' ability, and quickly signed him up to restyle his dream car. In fact, Tremulis is listed in the credits of Francis Ford Coppola's movie *Tucker: The Man and His Dream*.

While walking around a MidAmerica 'bike auction at Pebble Beach, I spotted the dismantled Gyronaut X-1, the twin-engined Triumph that claimed the 'World's Fastest Motorcycle'

title in 1966. Bravely ridden by Bob Leppan, this beautiful projectile roared over the salt flats to set an average of 245.667mph. Reading the fascinating notes, I learnt that Tremulis was linked to designing the super-sleek glassfibre body that covered its chome-moly chassis and 820cc Bonneville engines. "Everyone said two engines wouldn't work," recalled Leppan, "but we had some gifted people including Alex. Our concepts just gelled. You have to be a little over the edge to ride flat-out at Bonneville, particularly trapped in a capsule a couple of inches from the ground."

Leppan continued to develop the streamliner and was seriously injured in 1970 after a spectacular crash when the front suspension failed at 264mph. Thankfully he survived, but the Gyronaut remained hidden until its display at the sale. Tremulis' nephew Steve has since acquired the remains, and hopes to raise funds to rebuild the Gyronaut and return to the salt. A documentary is being produced about the restoration by the same award-winning team behind *The Boys of Bonneville*. With luck, its climax will feature the Gyronaut flashing across what Leppan called "the white flat Everest". Just picture a group of Tremulis-styled cars – Cord, Thunderbolt and Tucker – turning out to witness the run. 

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Alain de Cadenet

INSIDE LINE

Poor start for me prior to this year's Goodwood Revival. A late arrival into Heathrow on the Wednesday caused much calamity with the loss of my beloved cricket boots. It has taken, however, some 16 years to lose the whole of my schoolboy cricket kit so no complaints.

The family Austin Mini had received enough TLC to pass the MoT test and belie its 45 years of abuse. But in pouring rain it decided to dump all of its water out on the A3(M), and both it and I had to be towed down to where I was staying near Petersfield. I was generously offered, however, the use of a very rare 1958 right-hand-drive Porsche D-type convertible. Although about 1330 of these Speedster replacements were made, with bodies by Drauz, there are perhaps only around half a dozen right-hand-drive examples. The biggest differences between the Speedster and the D-type are the windscreen and the glass wind-up windows to replace the former's side curtains. This one had the 1600 Super motor with roller con-rod bearings and is one of the finest bits of kit ever made by Porsche.

Quite fortuitously, I also had a drive in another right-hand-drive D-type, this one fitted with a 160bhp Andy Prill motor, which loses none of its tractability but has quite phenomenal acceleration and Koni-assisted handling. I think I'm right in saying that you could have bought two Jaguar XK150s for the price of one of these when they were new in late 1958. No wonder the right-hookers are so rare, but then I always think that right-hand-drive machinery is the way to go wherever you live.

The Brooklands Trophy at the Revival is a very good race in which to participate if you get

asked. Totally in the vein of the VSCC, the event was put together by Lord March's brother-in-law Ben Collings. His own entry was bloody brilliant: a Bentley 4½ Litre Park Ward saloon that doubles as his vintage family hack. Taxed, tested and used on the road, the sight of this car being 'doorhandled' around Goodwood was amazing. So indeed was Patrick Blakeney-Edwards' control over The Owlett, his Frazer Nash 'saloon'. How did he manage to get a DFV under the bonnet? Only joking, but it went like the wind. I was in the 1930 Invicta S-type Low Chassis in which Donald Healey won the 1931 Rallye Monte-Carlo outright. On paper, the Talbot 105s stood the best chance of winning, but a certain ex-Scuderia Ferrari Alfa Monza driven from Germany by Max Werner wasn't going to make it easy.

Driving a big car such as the Invicta all depends on getting it up to speed and trying to keep it there. Indeed, after changing into fourth gear on the pit straight, I tried to keep it flat until St Mary's and used third only into Lavant and at the chicane. The big Meadows 'six' was developed for the Invicta company and was an evolution of the 3-litre unit. With only two-bolt main bearing caps, the rev range was limited to just 3000rpm. The first tweak is to fit the WO Bentley-modified four-bolt mains block from a later Lagonda. Having said that, I still couldn't get more than 3600rpm on the straight. The Talbots have at least another 1500rpm available, and the brakes to haul them in. A good Alfa 8C lump with Jim Stokes mods will do 4800rpm all day long. What I did discover was that 105-octane fuel was like Viagra for a Meadows motor. A couple of degrees of extra advance upped the top-end considerably.

The Owlett made a great start (Patrick must have found the 105 pump, too) and the sight of it buried into Madgwick in the lead made me



Lifting a wheel exiting the chicane was one way to get rid of the vibration

laugh. Going for a gap when Werner went wide on the first lap, we had a touch when he came across as I was trying to go through. He went on to a magnificent drive, however, taking the win by 0.6 secs from Gareth Burnett's 105. Believe me, these guys motor. It must have looked magnificent for the huge crowd of spectators.

The Invicta hadn't been on the road for a few years and developed a nasty wheel shimmy coming out of the chicane and at the exit of Lavant corner. So vicious was it that, after a few laps, it caused considerable pain in my left wrist. In

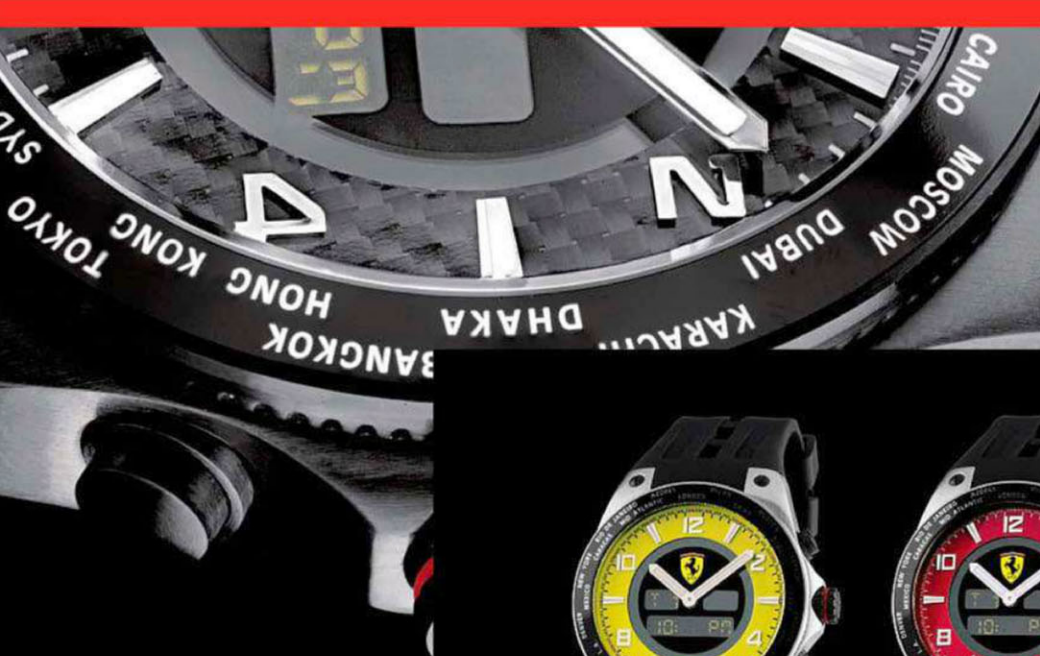
fact, I thought that the medical plate and screws that I wear were coming loose and I pulled in. Pathetic, of course, but this is what you get when OAPs try to race the nippers! At least my stitched-up Achilles tendon stayed together under massive braking effort. The last time they had this particular race was in 2009 and I'm hoping we can do it again soon. Lord March's grandfather – Freddie March, in whose honour the event was created – would have approved.

Incidentally, if anyone out there has the faintest idea how to stop front wheels wagging around at medium speeds in a corner, please let me know as soon as possible.

'Driving a big car such as the Invicta all depends on getting it up to speed and then trying to keep it there'



De Cad (far right) had a great view of Owlett's fast start



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James Elliott

MISFIRE

Both my colleagues and family will attest that I have some issues with disposing of old bits of paper. Any bits of paper, from bills and brochures to gnarled scraps bearing scrawls that I've long since forgotten the meaning of. The disarray of my desk, the drawers crammed with receipts, the piles of ever-so-important things at home that no one dares touch, all point to some-one with some sort of paper-related OCD.

It is not solely because I am terrified of throwing away anything whatsoever, though the shelves of parts that I have kept – despite removing them from a car specifically because they were broken – suggest otherwise. No, it's more that I don't trust any other methods of storage. Faxes fade, and modern technology is always failing until you end up with back-up discs of back-up discs and, frankly, defeating the object.

Not only that, but old papers also revive memories and offer insight. Even the duller notes can be terrifically evocative or even historically important in time. This was brought into sharp focus at the recent Maserati Classiche launch, with the news that the firm has been busy scanning, well, pretty much everything, and will be making some of it available to the public.

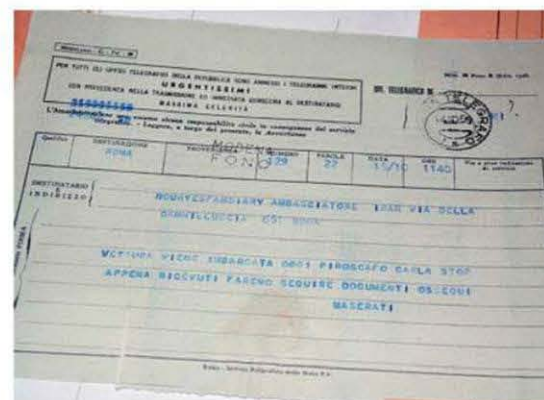
Yet it was a couple of items they brought along to illustrate the company's rich history that really grabbed me by the lapels (it was a smart do). After the main presentation, while others went off to dine, I instead devoured these documents, eventually having to be dragged away from them because my *gaspacho* was getting cold.

To the less-fanatical attendees, the first file was simply a load of correspondence (much of it by Telex) and a few handwritten notes. But what a story it told, and of what a car! In this sheaf was the full history of the Shah of Persia's 5000GT, from before it was ordered to long after its completion. Every detail and every contact between Maserati and (usually) the Persian Embassy. Even notes from the first meeting with marque devotee Reza Khan Pahlavi, when the concept was mooted and the foundations were laid for what would become the Type 103.

Considering that most of the information tended to be utterly mundane, such as questions about paint codes and potential delivery dates, it was a curiously engrossing read. Not least knowing that it was the Shah himself who triggered the 34-car run by suggesting that a roadgoing GT should be powered by the 450S engine.

The Shah's own, Touring-bodied example looked as if it had the nose of a 250F sprouting out of the bonnet and was a machine to stop you in its tracks. That its early history is so well recorded, in the same way that some people keep fastidious diaries of their newborn's every burp and poo, seems only appropriate. Just try to imagine if some efficiency freak had decided that this 50-year-old file was no longer relevant and had recycled it. Sacrilege!

More fascinating still was the other document. Simply called 'Characteristics of Built Cars' (but in Italian, obviously) and neatly hand-inscribed in a way that reminded me of my own teenage doodles during double history, this flimsy book is absolute gold-dust. I found myself handling it as if it were the Gutenberg Bible, wondering whether I should even use the flash for fear of causing damage.



Telex to Persian Embassy re delivery of the Shah's 5000GT

*'I devoured the historical documents until I was dragged away because my *gaspacho* was getting cold'*

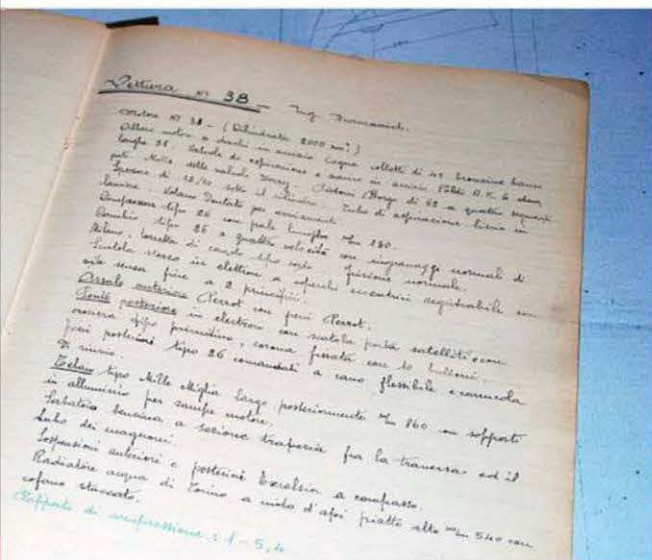
This well-preserved document contains the notes of the company founders on their very first efforts at building cars, presumably written in the hand of Alfieri Maserati himself. My Italian doesn't go much beyond *grazie*, so the actual words meant little to me, but just the concept that I was reading 90-year-old jottings and figures from an engineering great, preserved for future generations, entranced me and justified every piece of paper or notebook in the world that has been saved rather than destroyed.

The most intriguing thing is that the Maserati brothers' chassis numbers started at 11. The reason is that the first 10 chassis were built for Diatto, so the Modena outfit didn't count them.

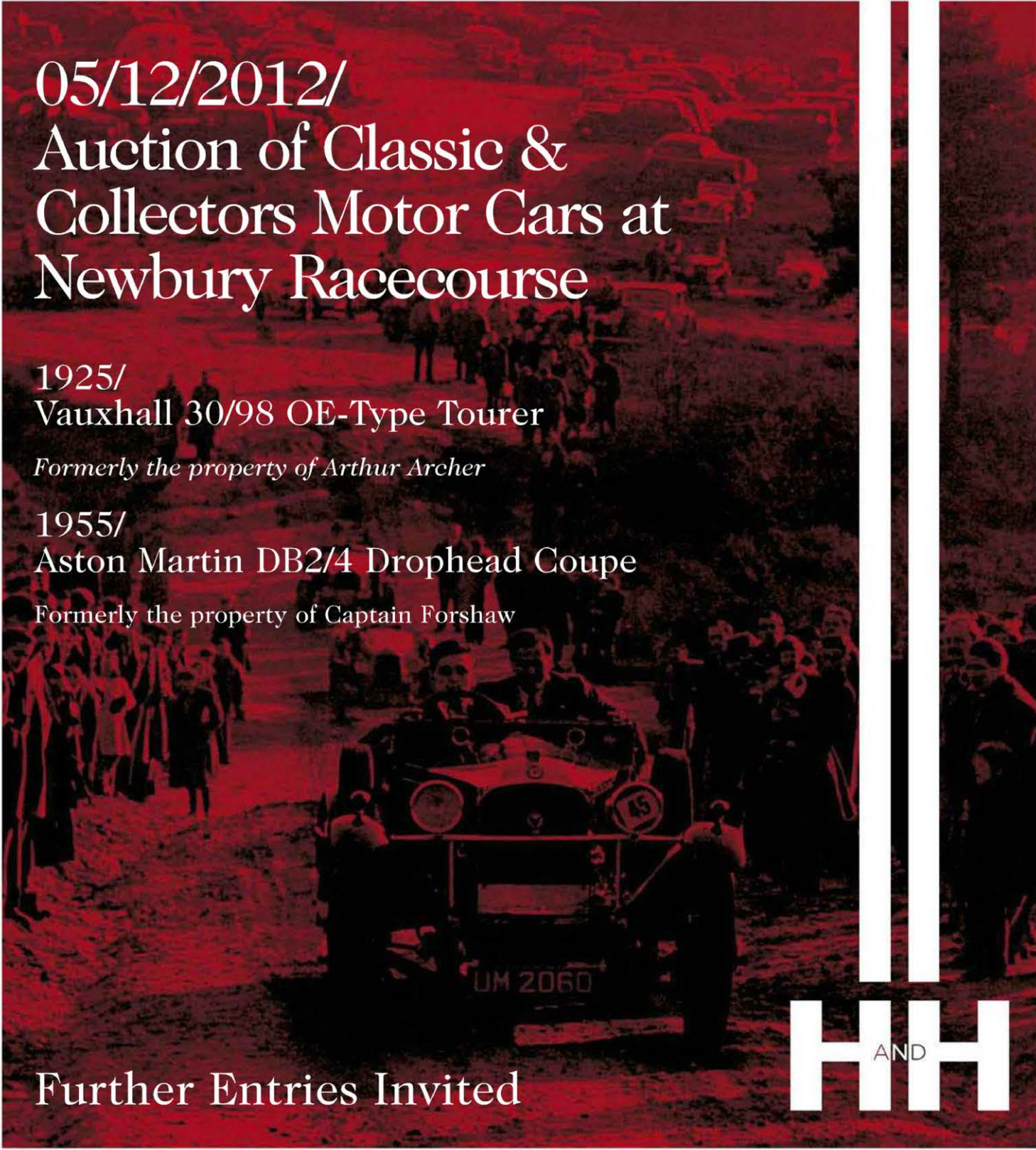
For those not in the know, the brief history of Diatto is an enthralling tale in itself.

And how do I know that? Because, not two weeks ago, I was standing in a rather nice garage admiring a Diatto. Not in Modena, but in the home counties of England. There are thought to be five Diattos in Britain, and three of those five apparently live within five miles of each other.

Funny how things work out.



Notes-to-self on Maserati chassis 38, written in Alfieri's hallowed hand



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For the Classic Collector



Simon Taylor

FULL THROTTLE

You'd have thought that, with the multifarious choice out there, each of us would eventually be able to find a chariot to suit our taste, whim and pocket. But there have always been people who believe they can do better by rolling their own. From the humblest scrapyards special to the wildest, most wallet-draining dream car, the romance of driving something with your own name on the nose has seduced countless individualists down the years.

But for many those dreams have remained, despite years of expense and effort, unfulfilled. During the special-building craze of the 1950s glassfibre shells sold in their hundreds, to be plonked on top of spidery Austin Seven and Ford Ten chassis. Often the bits got no further than the lock-up, the kitchen table and the spare bedroom, and the cars that did take to the road were frequently dangerous, ugly and slow.

Yet a few patient, dedicated enthusiasts have been able to create in their spare time one-off cars so effective that they live on as genuine classics. One such was Phil Chapman. He ran a small auto-electrical business in Sheffield, and he couldn't afford the performance he wanted in a car he could drive on the road and race at weekends. So, working with minimal facilities in a corrugated-iron shed, he built his own.

Chapman Mercury I, still being campaigned by its current owner Peter Speakman, consists of the unlikely marriage of a sidevalve Mercury V8 and a 1932 Triumph Southern Cross frame, clothed in a neat body that, from square prow to pointed tail, echoes the ERA and Maserati *monopostos* of the day.

When Peter most generously let me run it in the wonderful Bo'ness Hillclimb Revival recently, his strict instructions were to go off the line with the three-speed Ford gearbox in second, and once on the move change into top and stay there, even around the tight hairpin. It didn't sound like a recipe for a quick time, but CMI is light and has prodigious torque. It pulls like a train from the lowest of revs, plus the handling is friendly and predictable. On a greasy, slippery hill I just managed to win the class – by

precisely 0.01 secs – from another historic flathead-powered confection, the rapid ex-Reg Phillips Fairley-Mercury single-seater.

CMI's successor, Chapman Mercury II, had a proper space-frame. But in 1954 Phil dismantled it to make up CMIII, with MG TD front suspension and de Dion rear. The Mercury V8 wore an Ardun overhead-valve conversion, fed by eight Amal motorcycle carburetors. Phil made everything himself, from the shapely GRP body down to the wood-rim steering wheel.

He ran CMIII with much success until 1964. Then he sold it to fund the ambitious Chapman Mercury IV, for which he dreamed up his own four-wheel-drive system. Its Chevrolet V8 sat almost in the middle of a compact chassis, with *two* clutches and *two* gearboxes, one hung on the front of the crank driving the front wheels, and the other in the conventional position serving the rears. The linkages to operate both clutches and boxes from one pedal and one lever were masterpieces of ingenuity, but with 50:50 front-rear power split Phil was never happy with the car's handling. After a couple of difficult seasons he sold it to a Jersey sand-racer and took up gliding. Then in the 1980s he bought back CMIII, rebuilt it and returned to the hills.

Phil died last April, aged 90. But his competitive genes have continued into the third generation. As a little girl, Phil's daughter Sandra Tomlin accompanied

Daddy to events, riding in the left-hand seat of CMIII. Today she, son Oliver and daughter Amy hillclimb serious modern single-seaters, such as their awesome 550bhp four-litre Pilbeam-Judd.

CMIII is still much cherished by the family, and gets the occasional airing; so two of Phil Chapman's four clever creations live on in energetic old age. And Oliver is sure that, somewhere, what remains of CMIV is still hiding away, if only he could find it.



From top: Phil Chapman in his shed, working on CMIII; Throttle rounds Bo'ness hairpin in CMI; CMIII still runs on the hills today

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Martin Buckley

BACKFIRE

The most overrated old cars/alleged classics are not difficult to spot, so I won't waste time pointing them out, but there are also some surprising bargains going under the radar at the moment. Chief among them has to be the Rover P4, but that is not the real reason I bought one in August. Actually, I didn't even consider the two-tone 110 all that cheap at the time; it was just so lovely and unmolested at nearly 50-years old that it appealed as the kind of 'barn-find' you had to have, almost irrespective of what it is.

I'm still in quiet awe at the build quality, the dignity and the presence this vehicle exudes. It is slightly frumpy on the outside, not anything like as big as it seemed when I was a kid, and really quite tall and narrow, yet it attracts more positive vibes from visitors to my place than almost any other car. It is so evidently honest and genuine. I have three good, clean Mercedes in The Shed of similar vintage, but I can honestly say that the 110 gives away nothing to them in detailing, finish and – from what I can see – engineering. I have just put my name to a new book that proclaims the Mercedes W123 to be 'the finest saloon of the 20th century', but I feel that the P4 has equal claim to the title. There is not one single part of this car that was conceived with any thought as to how it could be made cheaper.

It is a totally un-cynical car, with a beautiful interior; the first few weeks it was outside my office I kept sneaking out and sitting in it, just to soak up the atmosphere, feel the big, cool wheel in my hands and fiddle with the willowy gear-lever and wacky 'shepherd's crook' handbrake. This is just the sort of cabin I would have relished playing in for hours as a kid. The smell alone is worthy of the £1200 I paid for the thing: sweet and musty, it is as calming and civilising as most moderns are agitating and dehumanising. Somehow you can't imagine anyone in a P4 suffering from road rage; these are not cars that nurture aggression or ambitious driving, though in their later, bigger-engined forms they are not slow.

None of this is news. People have always said nice things about a car that is just fundamentally

'nice'. An effusive Raymond Mays told *Autosport* readers in '55 that his 105S offered 'the best value in the world'. Eight years later, *The Motor* was still talking warmly about the 110, which must have seemed (and certainly looked) hopelessly outdated beside the 2000 that replaced it.

My pal Steve Hobbs (who went through a period when love for his Rover 90 even usurped his Simca fetish) maintains that they even handle well. I didn't find out with my 110 because the engine turned out to be stuck, so the decision was taken to sell it, sentimentality being in short supply for cars that can't earn their keep.

I wondered who would ever want the poor car, yet the phone has not stopped ringing – which shows that there is still a faithful following for P4s, even if they don't command much money. They are obviously addictive, because almost all of the potential buyers of my car already had at least one, and I suspect there is now a generation of men who ran them as cheap, strong family cars in the '70s and are revisiting the P4 in their

dotage, mindful of their reliability and pleasant demeanour.

It was never a car my dad would have considered – he was in his 'GT Man' period and thought them old men's cars – but his brother Brian had one as a smoker. In those days they were plentiful (Rover built nearly 140,000 in 15 years) and so cheap that when your last one failed an MoT (they do rust), you could pick up the evening paper and find another. Today, they are still brilliant value; you can buy a near-show car for £10k, but there are numerous good 90s, 100s and 110s for sub-£3000. The nearest thing I can equate it to is a two-thirds scale Rolls Silver Cloud – another car that I consider to be good value, particularly in six-cylinder form. Especially when you consider that the S1 Continental, its near-twin mechanically, is a £300,000 car.

I think you only start noticing these Rovers once you are over 40. When I was young they were invisible to me as something I could see myself driving. I'm not sure I'm ready to drive one now to be honest but, as an introduction to traditional saloons, I would recommend a P4 to anyone less vain and shallow than me. 



Wheeler-dealer Buckley has already shifted his lovely Rover 110, but that gorgeous leather-lined interior almost persuaded him to let heart rule head



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Letter of the month

Letter of the month wins a fabulous Italian-made Caracalla-Bath Lotus – Clark No 8 leather bag worth £420 (01454 413600; www.caracallabath.co.uk)



Going back to Butlins – with a bump

In March 1950, at the age of 17, I was the proud owner of an early MG TD, registration PTW 469, delivered from Pages Garage in Crouch Street Colchester; I think it was their first. In the summer of that year I joined the East Anglian Motor Club and took part in the Butlins Rally. This started at the camp in Clacton, up to Skegness then back to Clacton.

On the return run, in the half light of the early dawn, I was following another competitor who missed a left-hand bend and continued down a farm track that went straight ahead. The other driver, upon realising that the corner had been missed, braked hard so as to turn around and retrace their steps to the road. In those days, the brake light was not the bright glaring item on today's cars... I didn't see it, braked

very late and ploughed straight into the back of the other car.

When we had come to a halt, out stepped a lady who, without rancour or anger, introduced herself. I had wrecked Nancy Mitchell's HRG, which must have been a potential winner. I don't believe she was able to continue. My MG sustained only the damage seen in the picture.

At the closing function in Clacton, Mitchell was overheard to refer to "an overenthusiastic young driver" – she was apparently smiling when the remark was made.

I have also attached a photograph of the lapel badge that was issued to all of the competitors, which I still have. If there is anybody out there who would like to have it for their collection, in return for a small donation to their favourite charity,



Above: Gooderson presses on in his much-missed TD after coming together with Nancy Mitchell. Left: Butlins Rally badge is up for grabs

please have them e-mail me.

I sold the MG in 1951, when I was called up for National Service. I have always wondered about the fate of the TD, but I understand that it dropped out of the MG Car Club Register in the early 1960s.

Bob Gooderson
Corsham, Wiltshire



'Screen break

Two articles on the 18-22 in one issue (*C&SC*, August) brought back memories of being a petrolhead teen. My dad's company insisted on buying British, none of that foreign rubbish! I did envy friends whose parents had Peugeot 404s, Audi 100s or A-series Opel Mantas. We had a '72 Triumph 2000, due for replacement in late '74/early '75.

It had to have four seats, and be British. I tried the Stag route to no avail, and steered Dad away from Chrysler 180s. *Autocar* said that the 'wedge' was coming, but had no photos. Then we were going along the M40 when I saw a car I'd never seen before – and I was a walking *Observer's Book of Automobiles*. "Dad, catch it up," I shouted. He did (the Triumph was pretty good) and, lo, it was a wedge with no camouflage. When they realised we were looking with more than casual interest, they sped off (must've been a 2200).

The next week, my dad went to the BL dealer in Merton and made them understand that he was really serious about placing an order, but wanted to sit in one first. After

some persuasion, he was taken to the workshop, a dust cover was lifted and he set eyes on a Royal Blue Wolseley 18-22 that was to become JGO 315N – with vinyl roof and crushed blue velour trim. The order was sealed, the caveat being that it was their only Wolseley so we couldn't have it until after the launch party. In March 1975, it was on our drive. You forget today what a revolutionary shape Harris Mann created, and my dad was stopped in petrol stations on numerous occasions by people who wanted to know what it was like.

Fast-forward nine months and a black cab ran into it on a rainy night in Sutton. The garage fixed it, but the shell must have been twisted because it became a lottery every morning as to whether the back window would be in the car (literally) or still in its aperture. Then the Hydragas started to play up.

After 10 screens (my brother and I got used to getting a shower of glass), Dad cried "enough". SD1s were about to come out but no more BL, so the fleet manager was persuaded that Ford was British (well, there was a plant in Dagenham). An Oyster Gold Granada 2.8 GL was built in Germany to our spec. That started a line of Fords until he retired and went 'foreign' with one of the UK's first RHD Cherokees, then a Saab and BMW.

But I still fondly remember the wedge; it would be a rare thing today. Thanks for the memory.

Nick Barnes
Via e-mail

So bad it's good

A few degrees more scary than driving an BMW Isetta, as described by Martin Buckley (*Backfire*, November) is to be a passenger. Most are left-hookers, so as passenger you sit on the offside with nothing but the thin-skinned, front-opening door and a glass windscreen between you and oncoming traffic. It became a bit scarier if it was driven by an arty type who, when he was talking, had a tendency to face you rather than the road ahead, not that you could hear much of what he said due to the racket from the engine just behind your ear.

Rubbish cars were common in the 1960s and '70s. For example, the Morris "Marinal" as one of my friends described his company car: "A combination of a Cortina and a Urinal." Not a bad assessment. The old Volvo 240 series was also pretty dire, because it handled and drove like an early '50s Morris Oxford.

Like Martin, I have a soft spot for big Wolseleys because my first drives were in my dad's black 6/90. He said that it was one of the better cars he owned, because at night

when cars in front saw the lit radiator badge they pulled over and let him through, thinking that it was a police car. It was a bit of a beast, with the early model's truly terrible column change. The film *Too Many Crooks* has some great shots of a chase between 6/90s, a DB4GT, a Sprite and a Silver Cloud.

Last year, like Simon Taylor, my 23-year-old son and I drove the Pacific Coast Highway – unfortunately not in an Ace, but a hired rag-top. It is a wonderful experience, but if anyone wants to follow suit I recommend doing it north to south so you are always on the coast side of the road without oncoming traffic to block the views.

Roger Tagg
Farnsfield, Newark

Giulia? Super!

With regard to the Alfa Giulia (*C&SC*, August), I was the lucky buyer of one of these in '65 in South Africa. My interest was caught by the comment in your article: 'It could cruise all day at 80mph.'

I cruised at 85 on many occasions because I lived in Johannesburg and my girlfriend was in Durban. My best time for the 360-mile run was 4 hrs 40 mins on the last weekend of a month, which meant less traffic. Likewise, I did Kimberley to Cape Town, 600 miles, in 8 hrs.

It was a great car and very practical, so much so that it knocked a big hole in the sports car market.

Tim Gallwey
Via e-mail



Tagg is reluctant to repeat his Isetta ride



Is this a Shapecraft, or a factory fastback?

Elan's missing link

In c1970, I went to Lotus at Hethel for an open day. After the tour, I went exploring and found this Elan at the back of the factory. It is a fast-back and, judging by the position of the fuel filler, looks incomplete. Was it a prototype that never made production? Perhaps a reader who worked at Hethel could shed some light on this particular Elan?

Andrew Bodman

Bugbrooke, Northampton



Three into an Isetta does go... but only just

Life in the bubble

In November's *Backfire*, Martin Buckley tells of his first Isetta experience. As a 'proud' former owner, I can relate to his concerns.

My first BMW was bought when I was 17, as a means of getting an enclosed vehicle using my motorbike licence (I didn't like the cold or the falling off my BSA C15). It came from a man who lived in a mobile home in Winkfield Row and also owned a Dauphine and an Alvis that he raced at late-'60s VSCC meets. He'd just fettled the bubble car's engine with a high-compression piston, so I was told to take it easy driving back to Watford. Halfway home the head gasket blew, but I made it – though the noise from the engine compartment wasn't pleasant. My initiation into beginners' auto engineering began, and I got the thing going.

The next 12 months were a blend of fear and exhilaration; cornering at over 20mph was a lottery – three wheels good, two wheels bad! I had to resort to taking a mallet because any sort of fast gearchange ended with a gearstick in my hand.

Oh that I had one now! Looking at the prices in your magazine, my £40 investment would be a bargain.

Alan Burtenshaw
Watford

Blue Oval's wedge

The story on the demise of Wolseley (*C&SC*, August) reminded me of growing up in Dearborn, Michigan. Dad was a Ford engineer who worked out of Parklane Towers, across from Ford HQ – known as 'wash' and 'dry' for their resemblance to top-loading appliances. The parking lots held a treasure trove of oddities and, from the windshield sticker saying which group within Ford was responsible for the vehicle, it was pretty easy to determine for what purpose it was being used and dream of what secrets were being discovered.

During the summer, I would hop onto my Schwinn bike and ride over to the western lot where Ford parked its test cars, protected from prying eyes by a line of trees. Here congregated Fiestas, Australian Falcons, domestic competitors, modified production Fords and, occasionally, vehicles from foreign makers that weren't sold in the US.

On one of these reconnaissance missions, I spotted a four-door with a distinct wedge shape that looked nothing like the cars on the roads around Dearborn. It was the Bicentennial year, but this Brit interloper upstaged the fireworks that 4 July. It was lean, sleek and sexy compared to local sedans with their 'formal' rooflines, opera windows and yards of overhang. There was no clue to what was under the hood, or which wheels it drove. Crawling around and under it, however, revealed a transverse front-drive powertrain and beam rear axle. In the land of rear-drive, this was exotic!

I knew nothing of Harris Mann at the time, but imagined that he was influenced by the Lotus 56 and 72, maybe even the McLaren M16. Though it seems funny to say it today, the fit and finish weren't bad. And the low tail-lamps reminded me of the NSU Ro80, which also pushed the boundaries of style, layout and – sadly – reliability.

What really surprised me, other than that the British seemed to use as much horrid plastic as we did, was that this 'Princess' wasn't a hatchback. It had a separate trunk-lid, like the Pinto my father drove every day. Being naïve, I deduced that BL engineers chose this solution to put a bulkhead between the cargo and the passengers to reduce noise, vibration and harshness levels in the cabin, not because management didn't want to step on the toes of the larger Rover SD1.

I often came back to the spot, even taking my dad to see it and have him decode the sticker. His previous cars had included Mk1 and Mk2 Cortinas, plus a Prefect of the era before the Anglia adopted the reverse-rake called the 'Breeze-way Top' by Mercury over here. British cars permeated our lives: one of my brothers had a Mk1 Cortina GT, another an S1 Lotus Elan and a third a Mk2 Cortina GT. I now own a Mk2 Cortina and an Elan S4, both from 1969.

Dad was diagnosed with Hodgkins lymphoma and passed away, but I kept going back to that lot as I made my way through university. Dad's decoding showed that the Princess was undergoing both engineering and styling evaluation, but that's as far as our detective work went. Then in 1979 or '80, I spied a wedge-shaped car turning into the road that cut between the design dept and the dynamometer building. It was a two-door, with a grille that looked as if it came from an electric razor and a dash-to-axle ratio that screamed front-wheel drive. Looking like a cross between the Princess and a Mk1 Scirocco, it stood out against the backdrop of everyday cars. Much later, I learnt that it was a mid-sized front-drive Ford project and, unlike the Princess, it was a hatchback.

Thank you for stirring memories of the summer of '76.

Christopher A Sawyer
Editor, *The Virtual Driver*

Pedant of the month

Pedant of the month wins an exclusive *C&SC* baseball cap. Send your observations to letters.c&sc@haynet.com



Wikipedia states that the Citroën DS Safari is 1791mm (5ft 10½in) wide, but the article in your October issue suggests that it is 2807mm wide. I thought that the attached image would show what a good idea you have!

Jon Bentley-Leek

Comments and clarifications

In his September 2012 *Top Ten* James Bond cars, Julian Balme states that Ian Fleming was dismissive of American cars. This may have been so, but I would like to point out that Fleming brought with him his black '63 Studebaker Avanti R2 when he moved back to England. He could easily have bought for himself one of those European cars "with personality and the patina of individual craftsmanship", but still wanted to drive his car from South Bend.

Doug Gentner

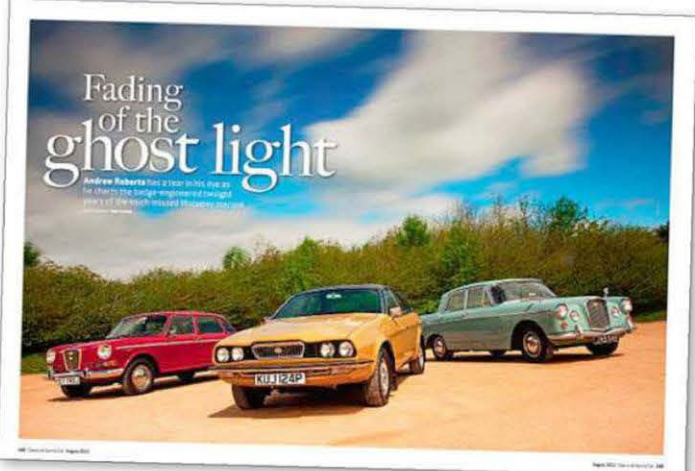
I certainly hope that John Fitch has not read the St Saturnin story in your September issue (*Your events*) or he will be in for a shock when he reads of his death, the report of which he would likely find to be 'greatly exaggerated'.

Rich Henry

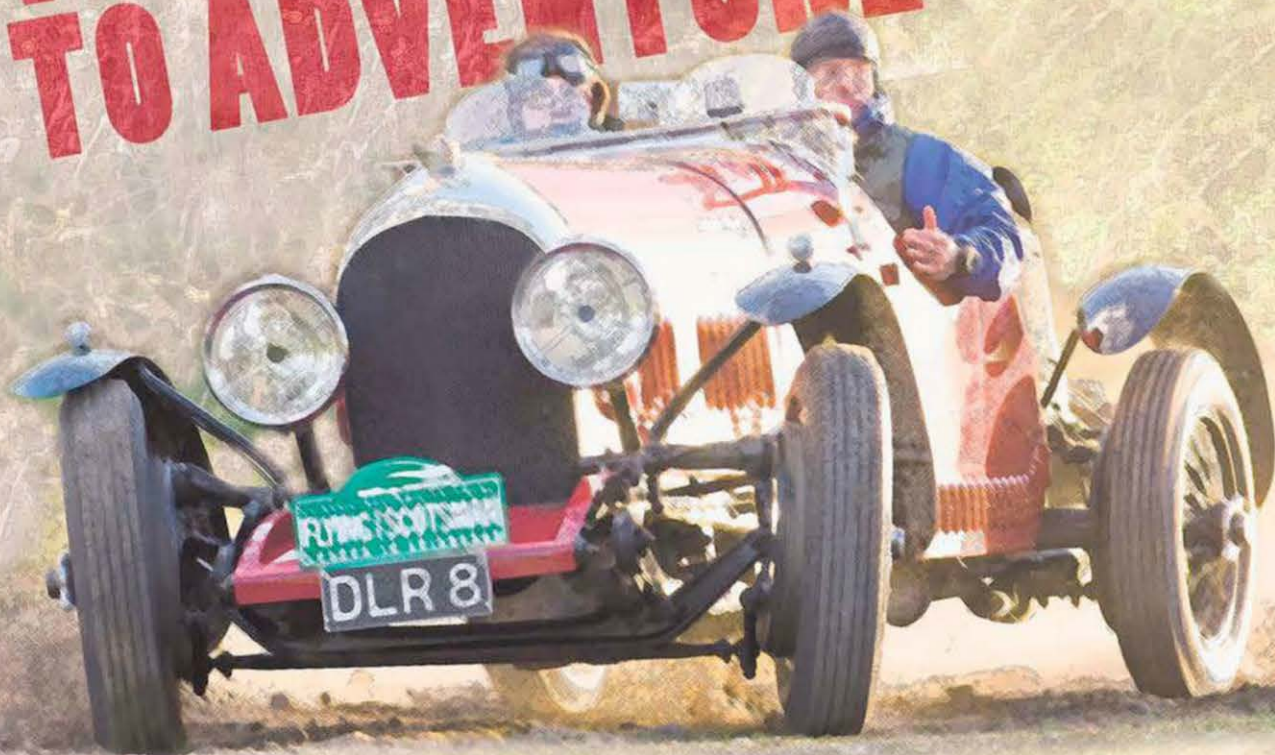


Loved the Cortina vs 1100 article in September's magazine, but my understanding is that 'Project Cardinal' was the German Ford Taunus 12M P4 (above) and the Cortina project was 'Archbishop'.

Jon Partington



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Left: clever Land-Rover cutaway combines period airbrush feel with realism of CGI. Bottom: ghosted Metro was done in tandem with Prodrive while the ex-McRae/Grindrod 6R4 was being fully restored



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Optical 3D

Cheshire-based
technical illustrators
who love classics

After one look at the cutaways produced by Optical 3D, it will come as no surprise to find out that a certain Terry Davey of Haynes manual fame inspired its founders. "Davey was the reason for me wanting to do technical illustration when I was a kid," says lead designer Steve Holden. The company – led by Holden, Andrew Anderson and owner Tim Newbrook – was set up in 1997 and tends to concentrate on instruction-manual compositions, CAD models and animations for clients including Bentley and JCB.

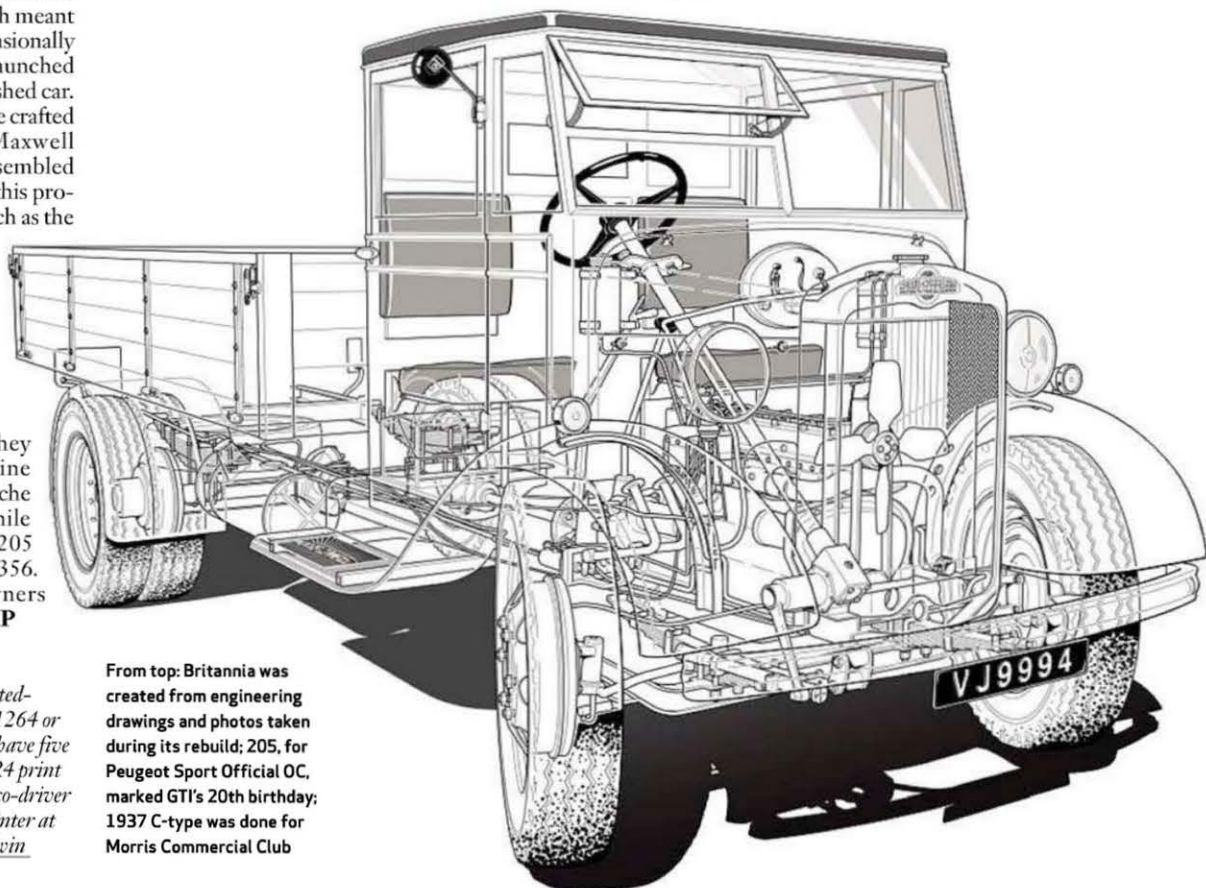
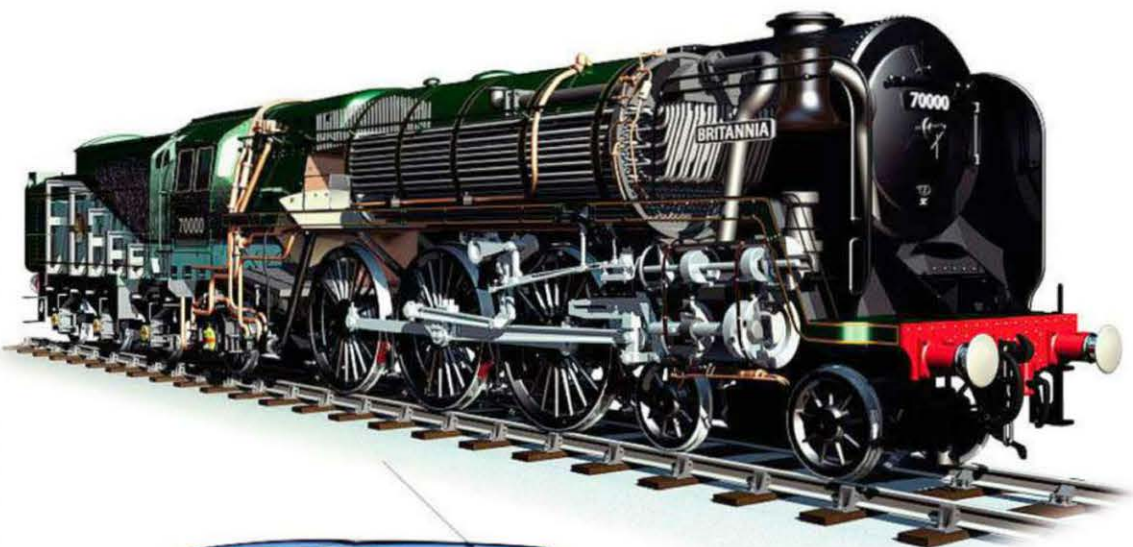
Their passion for classics led to a series of non-commissioned studies such as the examples you see here. A Peugeot 205 GTI, a Volkswagen Golf GTI, various Landies and a Mk1 Triumph 2000 estate have all been owned by the trio. Their latest work in progress draws from Holden's current split-screen VW bus.

Original CAD data is usually not available, so the team starts with engineering drawings and photos, plus direct access to the vehicles. For the Rothmans Metro 6R4, they were lucky enough to work alongside Prodrive in Banbury where the car was rebuilt in '05, which meant they could produce a dimensionally correct artwork that was launched at the same time as the finished car.

Component elements are crafted using LightWave and Maxwell Render before they are assembled in Adobe Photoshop. It is this process that makes subjects such as the Land-Rover so suitable, as Holden explains: "The SI image was produced from the ground up. With it being such a visibly mechanical vehicle, it helps with understanding the construction."

So which cars would they most like to model? "Mine would have to be a '73 Porsche 911 RS," says Holden, while Newbrook plumps for a 205 T16 and Anderson a pre-A 356. Maybe some willing owners would like to volunteer? **MP**

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From top: Britannia was created from engineering drawings and photos taken during its rebuild; 205, for Peugeot Sport Official OC, marked GTI's 20th birthday; 1937 C-type was done for Morris Commercial Club

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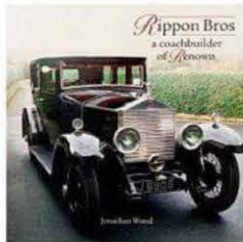
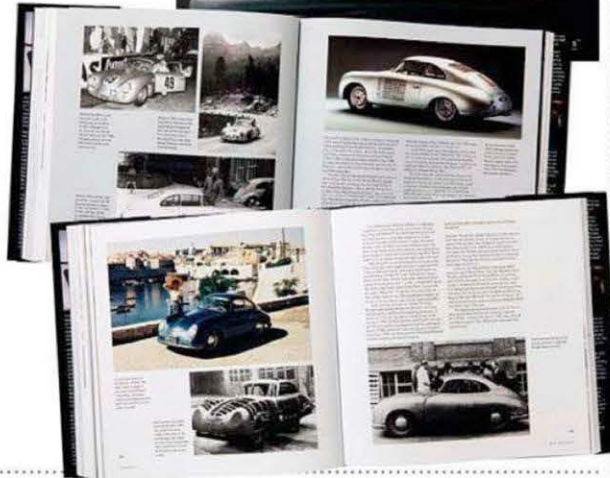
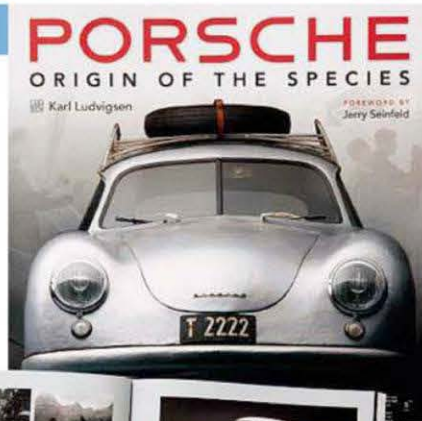
PORSCHE

It's hard to imagine that there's a Porsche stone unturned for respected marque historian Karl Ludvigsen. But, inspired by an early 356 – comedian Jerry Seinfeld's treasured Gmünd coupé 2-040 – the American historian set out to reveal the story of the landmark 1950s sports model. And top studio photographer Michael Furman provides a superb set of the historic survivor.

Ludvigsen's journey of fastidious research took him from factory archives to owners and specialists while unravelling this fascinating tale. This hefty, 344-page title covers the evolution of pre-war streamliners through to the early operations in the wooden sawmill in Gmünd, Austria. Putting Porsche's development in context, the book also covers VW Beetle-based specials and coachbuilt variants.

Ludvigsen's writing style is a captivating joy to read, plus the main text is accompanied by fascinating panels including Robert Cumberford on styling, Miles Collier on preservation and Alex Finigan on ownership. The final pages are devoted to a complete reproduction of Porsche's trial reports on '040', and an early 1949 356 *Betriebsanleitung* (operating manual). **MW**

£79.99 Karl Ludvigsen, Bentley Publishers. ISBN 9780837613314



Rippon Bros

We don't see enough books from historian Jonathan Wood, who says that this superb history of Yorkshire family firm Rippon Bros will be his last. Beautifully presented, this 450-page title,

supported by the Michael Sedgwick Trust, records the coachbuilding art from 19th-century carriages to Bentley MkVI woodies before Rippon became a Rolls-Royce agent. This is much more than a car book, because Wood laces it with social and human stories as well as insight into the evolving craft. **MW** £60 Jonathan Wood, John Hincliff and Annabel Sleigh. (see www.ripponbrosbook.co.uk)



Juha Kankkunen

This 239-page hardback charts the career of the four-time World Rally Champ, from his childhood on a remote farm to the driving academy that bears his name. It has a disjointed feel due to the short chapters, and the translation from

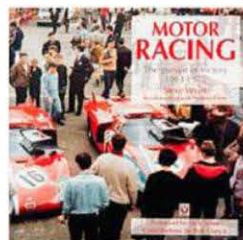
Finnish is often clunky, but there's a lot of oomph and it doesn't pull any punches on Juha's struggles after he retired. Shame about the dated design, however. **JP** £29.95 Nita Korhonen, JKDA. ISBN 9789529258246



The Car

This lavish production promises much beneath the slightly misleading *Evolution of the Beautiful Machine* subhead, and the tiny text crams in plenty of (hard to read) words, but its attempt to cover every aspect of motoring in fewer than

100 pages makes it a jack of all trades, master of none. It's one for the coffee table: as shown by the gimmicky documents stored in four pouches, depicting reproductions of everything from the Benz patents to Lyons' XK120 sketches. Oh, and we can't let the captioning of a Panther FF as a Ferrari 125S pass! **AC** £30 Rod Green, Carlton Books. ISBN 9781847328762



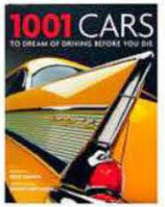
Motor Racing

Compiled by two passionate motor-sport enthusiasts – Steve Wyatt and his friend Anthony Carter – this mostly pictorial, monochrome study presents a vivid record

of competition from the Jim Clark era to Emerson Fittipaldi's first World Championship. In refreshing contrast to many racing books, this vividly captures the scenes behind the track action. There's a wealth of paddock photos with mechanics grafting away, and a good selection of transporters including Sir Gawaine Bailey's all-Galaxie equipe from 1963. Wyatt also provides excellent captions. **MW** £45 Steve Wyatt, Veloce. ISBN 9781845842857

A LIST TO DIE FOR?

Yet another list, *1001 Cars To Dream of Driving Before You Die*, details a diverse range of motors in chronological order, from 1886 Benz to Ferrari FF. More than half of the book majors on post-1970 models, and the descriptions rarely include anything about the driving character of each selection. **E20** Simon Heptinstall, Cassell Illustrated. ISBN 9781844037247



STRANGE DAYS INDEED

Motor Racing's Strangest Races spans the era from early city-to-city events to Mark Thatcher getting lost on the '82 Paris-Dakar. Geoff Tibballs' A5 hardback mostly focuses on GPs, such as Tazio Nuvolari's gory collision with a stag at Donington in '38, but has only six illustrations. **E9.99** Portico. ISBN 9781907554650



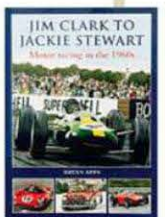
FROM THE HORSE'S MOUTH

Who better to tell the *MGB Story* than the car's chief engineer Don Hayter? As with all of Veloce's *Those were the days...* series, the layout is simplistic, but that won't matter to MG fans, for whom the real appeal is the behind-the-scenes tales and particularly the photos, many from Hayter's collection. **E14.99** ISBN 9781845844808



A PICTURE OF THE '60s

Bryan Apps has put together a chronological record of '60s racing, including reports on Grands Prix, Le Mans and the Monte. A lot of research has gone into *Jim Clark to Jackie Stewart*, but it would have been improved by period photos rather than Apps' variable paintings. **E19.99** Bryan Apps, Halsgrove. ISBN 9780857041890



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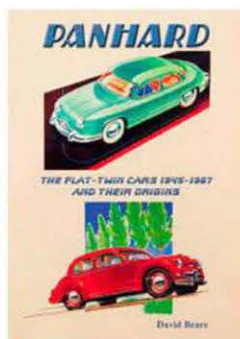
BOOKS



Race Man

Jim Travers, better known as 'Tav' or 'Crabby', was a legendary engine builder through the golden age of American motor sport. After WW2, he teamed up with Howard Keck and Frank Kurtis to build the Offys that Billy Vukovich powered to two wins at Indianapolis. From the foundation of TRACO with partner Frank Coon in Culver City in '56, the business switched to sports cars including building engines for front-runners such as Scarab and Penske. Travers was much more than a supplier, and became close associates with Bruce McLaren and Mark Donohue.

This gripping book is written by an insider – Gordon Chance, who twice worked at TRACO from '65-'68, and was a respected mechanic – so he provides a candid perspective on the business. The scrapbook-style layout is chaotic, but it's packed with colourful anecdotes. If you're interested in American racing history, it's a key read. **MW** £70 Gordon Chance, Tuner Publications. ISBN 9780615522227 (see www.tunerpublications.com)



Panhard

If ever a marque was crying out for an English-language record of its post-war development, it's Panhard. As David Beare points out in this labour of love, the motoring pioneer was left out of France's Pons Plan manufacturing scheme. So it had to survive via a blend of brilliant engineering and lateral thinking – plus visits to the bank of Citroën, which eventually pulled the plug. The book is full of technical info, yet entertaining to read. There's lots of archive material, too, plus revealing quotes from period road tests and even 99-year-old Jean Panhard, who also provides the foreword. Outstanding. **DE** £25 David Beare, Stinkwheel Publishing. ISBN 9780954736323 (see www.stinkwheel.ukfsn.org)

CLASSIC MOVIE OF THE MONTH

Motoring moments from big and small screens

The Brain

Directed by Gérard Oury, the far-fetched plot of this '69 Anglo-French thriller, better known as *Le Cerveau*, evolves around a special train that has been commissioned to convey NATO funds from Paris to Brussels. Criminals on both sides of the Channel plan to hijack the train. The French team includes New Wave hunk Jean-Paul Belmondo as a small-time crook called Arthur and his pal Anatole played by comic star André Bourvil. The British cast is headed by David Niven – performing at his cool wooden best as a top criminal wanted all over the world – but standing in their way is the ruthless Mafia gangster Scanapicco, played by Eli Wallach.

The highlight of this breathless caper for car fans (check out the YouTube clips) is a spectacular stunt involving a runaway Citroën DS, which is chopped in two during the action – an idea copied with a Renault 11 in the Bond flick *A View to a Kill*. Martin Buckley got very enthusiastic about the orange BMW 2000 CS spotted in the Paris scenes, while swinging '60s London features plenty of police Jaguar S-types. **MW**



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**MODEL
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**AUSTIN A60 SUN-TOR
CAMPER £74.99**

Lansdowne has released some inspired British subjects in recent years, and its latest 1:43 – a '69 Austin A60 – has a wonderful period charm that oozes character. With the help of A60 owner Bernard Thompson from the Classic Camper Club, Lansdowne's team has produced a Snowberry White version of the Sun-Tor conversion. The all UK-made model comes in two boxes, with the roof extension also cast in white metal.



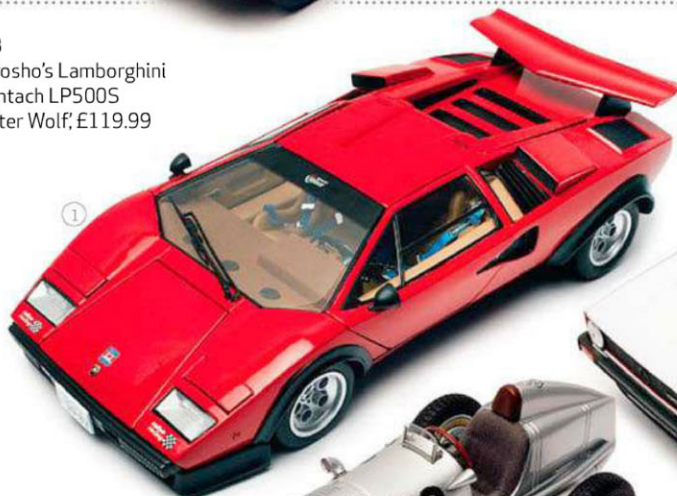
Sun-Tor 1:43 comes with a removable top



Nicely detailed front of late-model Austin

1:18

1 Kyosho's Lamborghini Countach LP500S 'Walter Wolf', £119.99



1:18

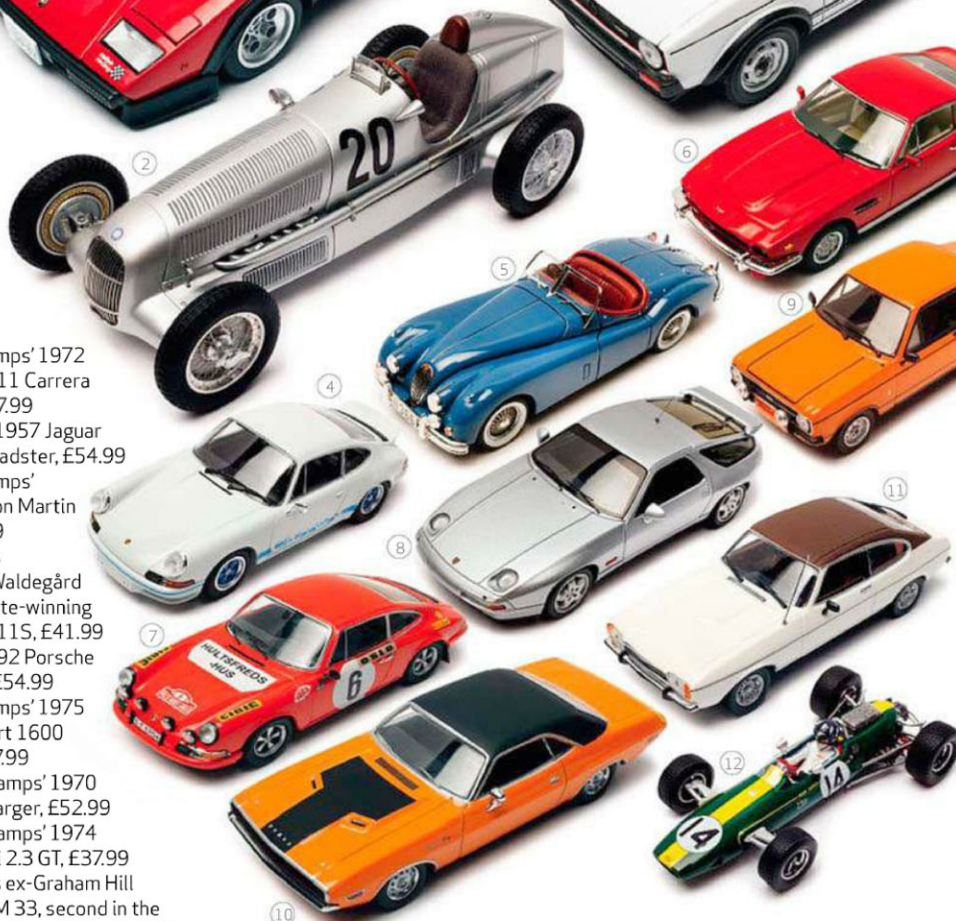
2 CMC's ex-Manfred von Brauchitsch 1934 Mercedes-Benz W25, in which he won the Eifelrennen, £257.99
3 Norev's '77 Volkswagen Golf GTI, £46.99



Unless stated, all featured items are available from St Martins Models: 10% discount for orders from C&SC readers quoting 'CS1212' (08448 878888; www.diecastlegends.com)

1:43

4 Minichamps' 1972 Porsche 911 Carrera RS 2.7, £37.99
5 Spark's 1957 Jaguar XK140 Roadster, £54.99
6 Minichamps' 1987 Aston Martin V8, £37.99
7 Schuco's ex-Björn Waldegård 1970 Monte-winning Porsche 911S, £41.99
8 Spark's '92 Porsche 928GTS, £54.99
9 Minichamps' 1975 Ford Escort 1600 Sport, £37.99
10 Minichamps' 1970 Dodge Charger, £52.99
11 Minichamps' 1974 Ford Capri 2.3 GT, £37.99
12 Spark's ex-Graham Hill Lotus-BRM 33, second in the '67 Monaco Grand Prix, £54.99



Swapmeet diary

11 November Pavilion Gardens, Buxton, Derbyshire. 150 stalls, 10:30am, £2.50 01604 846688; www.bpfairs.com

17 November Sandown Park Racecourse, Esher, Surrey. 500 tables, 10:30am, £5 BP Fairs

25 November Reebok Stadium, Horwich, Bolton, Lancashire. 300 tables, 10:30am, £3 BP Fairs

2 December Kempton Park Racecourse, Sunbury-on-Thames, Middlesex. 200 tables, 10:30am, £3 02392 381529; www.jmtoys.net

16 December The Exhibition Centre, Donington Park, Derbyshire. 500 tables, 10:30am, £4.50 BP Fairs

27 December Hall 18, NEC, Birmingham. 600 stalls, 10:30am, £5.50 BP Fairs

30 December Reebok Stadium. Details as 25 November BP Fairs



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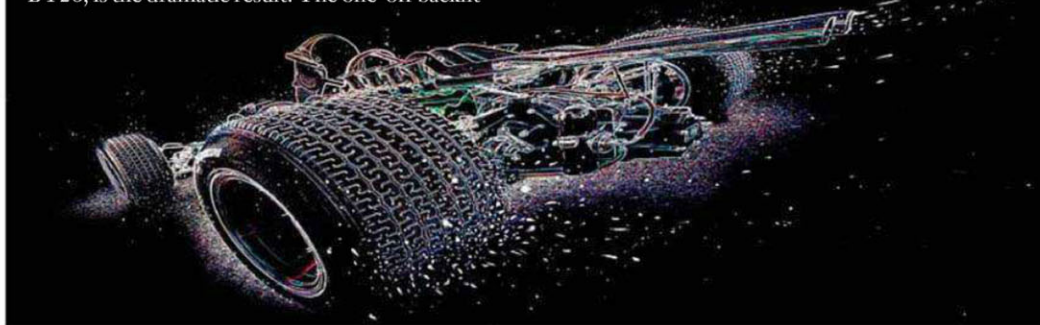


BRABHAM LIGHTS UP

Terry Ross, best known for his ceramic caricatures of cars and motorbikes, has switched on to a series of illuminated artworks. The process, combining photography and drawing, has taken two years to master and *Traction/Control*, featuring a Brabham BT26, is the dramatic result. The one-off backlit

Dura-transparency measures 148x63cm and is mounted on a 95mm-deep lightbox. It costs £2750.

Ross plans a Blower Bentley and various GP cars from the 1970s and '80s. For more details, e-mail terry@speed-still.com or go to www.speed-still.com



Hide and sleek for Le Mans

Suixtil has been working hard to make the details authentic for its new leather jacket. The Le Mans is made from top-quality brown lamb leather, with a high woollen collar.

Features of this mid-length, five-button garment include real horn buttons, ribbed cuffs to protect against the wind, double inner pockets and a vintage-style lining. This limited-edition jacket costs £450. See more of Suixtil's classic collection, including a period gallery of racing greats wearing original gear, at www.suixtil.com

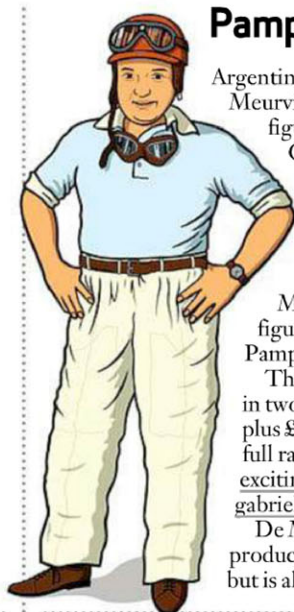


Pampas Bull tribute

Argentinian artist Gabriel de Meurville's latest cutout racing figure features José Froilán González to celebrate the great Ferrari ace's 90th birthday. The colourful cartoon-style artwork makes the perfect companion piece to de Meurville's previous Fangio figure, and captures the Pampas Bull's bulky physique.

The full-sized figure is made in two sections and costs £160 plus £12.50 p&p. Check out the full range of characters at www.excitingfigures.co.uk or e-mail gabriel@petitdemeurville.com

De Meurville is planning to produce Gilles Villeneuve next, but is always open to suggestions.



Laser-cut to the quick

Canadian artist Paul Chenard continues to devise novel new directions for his compositions. His Ferrari 250GTO study is laser-cut from stainless steel, with all of the dark shadow parts removed, including the Cavallino Rampante of the NART team badge. The free-standing piece is powder-coated in red before Chenard hand-paints the white highlights. It measures 25x10in and will be limited to 10, priced at \$1500 each including shipping. Call 001 902 443 5394 for more info on Chenard's work or visit <http://automobiliart.blogspot.co.uk>



Watch evokes the Gullwing

The great Mercedes-Benz engineer Rudolf Uhlenhaut and his 300SL Coupé inspired Scalfaro's latest timepiece. The black-faced 42mm-diameter design features the late Uhlenhaut's signature, original material from the '50s GT and a shell cordovan rallye-strap. It has been produced in association with the Uhlenhaut family and comes in a wooden case, with history booklet. Appropriately, the Swiss wristwatch will be limited to 300 (at €3950 each). The firm has also launched a 250GTO celebration chronograph with Giotto Bizzarrini and Nick Mason: see www.scalfaro.com or call 0049 72 34 94 99 62 0.



STYLED BY BROCK

Legendary race-car designer Pete Brock has launched his own website, presenting ephemera ranging from accessories to period-themed apparel. It spans Brock's diverse career, including Shelby Cobras and Datsun sports-racers: <http://bre2.net>



THE FUTURE IN MINIATURE

A dramatic GRP model of the '61 Ford Gyrone dream car designed by Alex Tremulis will be the star lot at the next Wright's Important Design sale. The full-sized original was lost in a fire at the Ford Rotunda in Dearborn, so the scale studio work is all that remains of this concept. It will be sold on 13 December. Call 001 312 563 0020 for gen or see www.wright20.com



Automobilia diary

- 4 November** Penrith Autojumble, Penrith Auction Mart, Cumbria. All plots £15. Entry £3.50, 9am-1pm 01697 451882; www.markwoodwardclassicevents.com
- 11 November** Staffordshire Classic Car and 'Bike Autojumble, Uttoxeter Racecourse, Staffs. Mark Woodward (details as above)
- 16-18 November** Classic Motor Show, NEC, Birmingham, with massive indoor autojumble. Mark Woodward (details as 4 Nov)
- 18 November** Normous Newark Autojumble plus Classic Car Show, Newark and Notts Showground, junction of A1/A6. Parking for pre-1980 cars. Entry £4, 10am-4pm 01773 819154; www.pff-uk.info
- 25 November** Huddersfield Autojumble, Old Market Building, Brook St, Yorkshire. Stalls £20, 10am-4pm. PFF (details as above)
- 25 November** Malvern Classic Car and 'Bike Autojumble, Wye Halls, The Three Counties Showground, Worcs. Andrew Greenwood 01484 667776; www.classicshows.org
- 15 December** Veteran Bazar, Czech Republic 00420 327 399 248; www.oldtimer.cz/veteranbazar
- 30 December** Christmas Party Autojumble, Huddersfield. PFF (venue and details as 18 Nov)



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CLUB'S VICTORIAN GRAND DESIGN

Collections managed by car clubs are rare, but the Whitewebbs Museum of Transport is an inspiring case study. When the Enfield and District Veteran Vehicle Trust was formed in 1961, its ultimate aim was to have a permanent base and, in 1985, it finally discovered the ideal building – an 1898 Grade 1 listed pumping station in the heart of north London's green belt.

To fund its development, the Trust organised the Enfield Pageant of Motoring, which soon grew into a major three-day event. First, the derelict Victorian building was restored and four floors installed to house the exhibits. The ironworks of the Enfield Chase Station were later discovered abandoned in a field, and were impressively rebuilt to house workshops, a toy store and an autojumble room that sells classic spares to help support the Trust. More recently, an impressive Victorian-style fire station was completed.

With more than 100 vehicles, the display is wonderfully diverse, with exhibits ranging from vintage ice-skates to a superb model railway layout built in an old train carriage. Several of the vehicles have been donated, including a 1906 Riley Forecar that, after years loaned to the museum, the family of the recently deceased owner left to the club in his memory. Highlight of the motorcycle display is the collection of the late Rex Judd, a former Brooklands racer and local dealer. This includes an 1898 Holden, the oldest motorcycle in the UK, which is powered by an 800cc flat-four.

Many of the cars have intriguing stories, none more so than a 1936 Ford Ten Model CX. The first

owner was a trainee flyer – it was a 21st-birthday present, but sadly he was shot down in 1939 on his first solo flight from Duxford. After 60 years locked away as a memorial to him, it was found in 2004 and donated to the collection.

Trust members also keep cars at the museum, and the highlight of our visit was volunteer David Crooks' 1931 Ford Model A woodie. "It's Canadian-built and the only right-hand-drive 'woodie wagon' in Europe," said Crooks. "It was based in Cyprus during the 1960s, and all the wood is original. It will star in *Downton Abbey* next year."

In between hosting events at Whitewebbs and planning the Pageant, the members also help to restore and maintain the exhibits, such as the spectacular 1912 Belsize 'Madelaine' – a regular star of the London to Brighton Commercial Run. The Trust produces a quarterly newsletter and boasts more than 400 members, with newcomers always welcome. MW

The knowledge

Address Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW

Where? Close to junction 25 of the M25. Head south on the A10 and take the first right turning into Whitewebbs Road

How much? Adults £4; children under 12 free

Opening hours Every Tuesday and the last Sunday of the month, 10am-4pm

Web www.whitewebbs-museum.co.uk

Tel 020 8367 1898



Clockwise, from above: impressive frontage of converted pump house; well-stocked spares store; cool 1970 Ford Capri; 1912 'Madelaine' – a veteran Belsize fire engine and star exhibit



Above right: ultra-rare Holden motorcycle with 800cc flat-four engine boasts Brooklands history. Right: Crooks' fab Ford Model A woodie



Left: diminutive 1929 Austin Seven commercial and '30s saloon with inspired vintage seaside postcard-style backdrop



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Aero SuperSports - 4.8 litre V8, 6 spd. Power: 367bhp. Dry weight: 1180kg. 0-62: 4.5 seconds. Speed: 170mph (273kph)
Morgan 4/4 - 1.6 litre i4, 5spd. Power: 138bhp. Dry weight: 795kg. 0-62: 8.0 seconds. Speed: 115mph (185kph)
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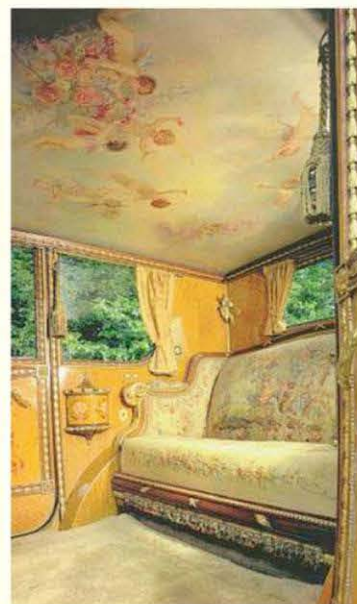
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1988 Aston Martin V8 Vantage Zagato Manual £149,950

28,000 miles. Javelin Grey. Claret hide.

1988 Aston Martin Lagonda £49,950

31,000 miles. Suffolk Red. Magnolia hide piped Red.

2001 Rolls Royce Corniche Convertible £124,950

LEFT HAND DRIVE. 4,000 miles. Black Sapphire. Barley hide.

1989 Bentley Continental Convertible £64,950

26,000 miles. Mediterranean Blue. Magnolia hide piped Blue.

1973 Jaguar E Type V12 Roadster Manual £59,950

30,000 miles. Carmen Red. Black hide.



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Having covered merely 33,000 miles in the hands of no more than four documented private owners it is not surprising that this SWB is amongst the most original and unmolested examples. Presented in its original colour combination of Grigio Argento with Nero Leather, the car has recently been exactly restored whilst preserving the car's originality by a renowned specialist. Completed in June 1962 this is one of the last SWB's built and therefore features very rare brake cooling cowls, the more desirable quarterlight windows and a roof mounted air outlet.



Ferrari 250 GT 'Tour de France'

Extensive Period Competition History

0763GT, was one of several Ferrari 250 GT Berlinetta "Tour de France" cars to be delivered to Jacques Swaters for use by the Belgium "Ecurie Francorchamps" race team. This three louvre car was delivered in 1957 and was subsequently raced by its first owner Leon Dernier extensively.

The car has been with one owner since 1974 and remains possibly the most original extensively raced "Tour de France" in existence despite a mechanical restoration by DK during 2012.

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JAGUAR XK 120 ALLOY ROADSTER, LHD - Silver / Red hide and carpets, matching numbers. Original factory colour specification, total chassis off restoration just completed. One of the best restored cars in existence.

JAGUAR XK 140 DROPHEAD SPECIAL EQUIPMENT, RHD - British Racing Green/Green hide piped Red. 16" racing green wire wheels. One owner car and 36500 miles since new, factory C Type cylinder head, overdrive gearbox. Special order UK supplied car in superb condition. JD re-commissioning just completed. If you appreciate originality this is the car for you.

JAGUAR XK 140 DROPHEAD, RHD - Black / Red hide and carpets, Black hood, 16" chromed wire wheels. An original U.K supplied car that was the subject of a total chassis off restoration. Full matching number example in superb condition.

JAGUAR XK 140 DROPHEAD, LHD - Imperial Maroon / Parchment hide and carpets, Parchment hood. 16" chromed wire wheels. A genuine MC car with full options from new. Chassis off restoration just completed. Superb example.

JAGUAR XK 140 ROADSTER, RHD - Dark Blue/Dark Blue hide and carpets, Dark Blue hood, 16" chromed wire wheels. Subject of a total J.D Classics chassis off restoration to J.D Sport specification. Touring specification C-Type engine, sandcast carbs, 5 speed gearbox, limited slip differential, servo disc brakes, uprated cooling system. Power steering, uprated electrics, burr walnut dashboard, J.D Sport extended cockpit for tall drivers etc etc. Superb example built to the highest standards.

JAGUAR XK 140 DROPHEAD SPECIAL EQUIPMENT, RHD - Opalescent Light Blue/Dark Blue hide and carpets, Dark Blue hood. 16" chromed wire wheels. Subject of a total professional restoration 10 years ago, C Type cylinder head, full synchromesh overdrive gearbox, disc brakes, alternator electrics uprated engine cooling etc. JD detailing just completed. An excellent example.

JAGUAR XK 150'S' 3.8 LITRE DROPHEAD, RHD - Mist Grey/Red hide and carpets, French Grey hood. 16" chromed wire wheels. A wonderfully preserved original UK supplied car with matching numbers, full history and 47,000 miles since new. Cars of this quality rarely become available.

JAGUAR XK 150'S' 3.8 LITRE DROPHEAD, LHD - Black/Red hide and carpets, Tan hood. 16" chromed wire wheels. Subject of a total chassis off restoration to the highest standards. One of 19 factory built cars, full matching numbers. Exceptionally rare.

JAGUAR XK 150'S' 3.8 LITRE ROADSTER, LHD - Cornish Grey/Red hide and carpets, Black hood 16" chromed wire wheels. Original matching numbers and factory colour specification.

ONE OF 14 LEFT HAND DRIVE 3.8'S' ROADSTERS - Chassis off restoration. The rarest XK.

JAGUAR XK 150 3.8 LITRE DROPHEAD, RHD - Aston Martin Racing Green / Green hide and carpets, Dark Green hood. 16" chromed wire wheels, subject of a total chassis off restoration 7 years ago. Fitted with J.D. Sport 5 speed gearbox, power steering and uprated brakes. Superb example.

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JAGUAR MKII 3.4 LITRE SALOON, RHD - Black/Red hide and carpets, Black wire wheels. An original 18,000 mile unrestored car in exceptional condition. Inspected and updated by JD Classics in 2010. Please contact us for further details.

JAGUAR MKII 3.8 LITRE JD SPORT SALOON, RHD - British Racing Green/Parchment hide with Green piping, Parchment carpets. Competition chromed wire wheels. Total JD Sport restoration to customer specification 8 years ago, maintained by ourselves since. Upgrades include touring specification engine, 5 speed gearbox, power steering, alloy radiator with electric cooling fan, adjustable suspension, digital climate control, green tinted glass, JD Sport front seats, inertia reel seat belts, full leather interior etc. Featured in JD brochure. Fantastic example. Please contact us for full specification.

JAGUAR MKII 3.8 LITRE SALOON, RHD - Opalescent Silver Grey / Red hide and carpets. Competition stainless steel wire wheels, many J.D. Sport upgrades including touring specification engine, 5 speed gearbox, power steering, uprated suspension and brakes. J.D. Sport seats, parking sensors, heated front and rear screens etc. Stunning example.

JAGUAR E-TYPE SERIES 1 3.8 LITRE ROADSTER, LHD - Sherwood Green/ Suede Green hide and carpets, chromed wire wheels. Early flat floor outside bonnet lock car. Total restoration to original specification, factory hardtop. Stunning.

JAGUAR E- TYPE SERIES 1 4.2 LITRE ROADSTER, RHD - Opalescent Light Blue/Red hide and carpets. Dark Blue Hood. Original UK supplied car with matching numbers, chromed wire wheels. Subject of a total restoration with photographic record, uprated brakes. Excellent example.

JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - British Racing Green / Green hide and carpets, Dark Green hood, 16", wide rim colour coded wire wheels, total chassis off restoration to JD Sport touring specification, updates include touring engine, 5 speed gearbox, alloy radiator, uprated brakes, uprated suspension, handmade stainless steel exhaust system and exhaust manifold, power steering, alternator, burr walnut dashboard and door cappings etc. 1000 miles since completion. Stunning car.

JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - Cotswold Blue / Beige hide and carpets, Black hood, 16" chromed wire wheels, 2 owners from new, full history including documented service history. Subject of a total chassis off restoration, 5 speed gearbox, power steering, J.D Classic full detailing just completed. Excellent example.

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**1971 Ferrari 365 GTB Daytona Conversion
Rosso Corsa with Tan Leather**

**45,903 miles
£275,000**

Designed by Pininfarina and bodied by Scaglietti, only 121 Spiders were produced by Ferrari and of these, only 7 in RHD. This example presented in Rosso Corsa is a converted coupe previously owned by 1980 Formula 1 World Champion Alan Jones. The conversion work was extensive and extremely well finished. A fantastic car to truly admire.



**2009/09 Bugatti Veyron
Black Blue/Blue Metallic with Blue Interior**

**559 miles
£774,950**

One owner, ultra low mileage, recently serviced, carbon ceramic brakes, height-adjustable suspension, heated comfort seats, climate control, CD sound system, nav system, heated electric mirrors, PDA, Bugatti car cover, battery conditioner and phone connectivity. This car is a wonderful investment opportunity.



**2005/05 Ferrari Enzo
Black with Black**

**2,173 miles
£900,000**

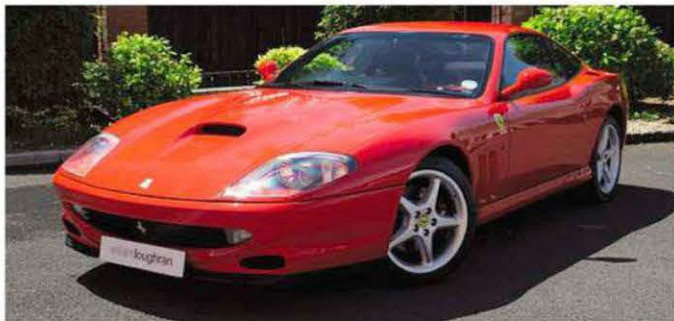
One of only three Enzo's delivered to the UK in Black, carrying a premium for the rarity of its colour. Specification includes large seats, racing harnesses, black calipers, Scuderia wing shields, original hand books and tool kit. Supplied with a full Ferrari Classiche Certification.



**1998 Ferrari F355 GTS
Rosso Corsa with Crema**

**16,275 miles
£59,950**

This 1998 Ferrari offers the same top down motoring as a convertible with the full security and comfort of a fixed head coupe. The easy to remove Targa panel can be stored behind the driver and passenger seats. Supplied by Maranello UK, it has a full Ferrari service history including Camb Belt service in July 2012. It is really an outstanding car and surely great for the future.



**2000 Ferrari 550 Maranello
Rosso Corsa with Black Leather**

**8,856 miles
£74,950**

This 550 Maranello finished in Rosso corsa with Nero is a front engined V12 Berlinetta and the successor to the F512M. The 550 has a rear drive layout and benefited from Ferrari's aerodynamics knowledge and styling to make it extremely efficient with constant downforce and stability. This car has had a Ferrari service, including Cam Belts on 12 June 2012.

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1989 Ferrari Testarossa LHD
Price: £94,995 | Mileage: 626

Superb LHD example, finished in Rosso Corso with light tan leather interior. Part of a private collection, maintained but not driven, for 21 years. It has covered a total of 1002 km (626 miles) from new.



2002 Ferrari 575 F1
Price: £64,995 | Mileage: 22,000

Pristine condition - full complement of books & unused tools. Full main dealer service history from new, the last one being carried out in November 2011. Superb value for money, with potentially negligible depreciation.



Completed 2008 The MPH Jaguar
Price: POA | Mileage: 2456

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Price: £54,995 | Mileage: 59,900

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1990 Porsche 928 GT
Price: £12,995 | Mileage: 69,500

Well maintained example of the relatively rare RHD manual 928 GT. Comes with original handbook and manual in original wallet. Recent mechanical work includes full service, fitting of replacement brakes, wheel alignment, re-gassing of the air-conditioning system. The car is in very good condition and drives superbly.



1970 Brabham BT30
Price: £125,000 | Mileage: N/A

Very successful in Classic Racing Cars and Historic F2, this immaculately prepared example of an iconic car is ready to win again. Fitted with a specialist maintained FVA and rebuilt FT200 gearbox. Complete with a detailed and continuous history file, current HTP papers and a useful spares package.



1965 Porsche 911 Rally
Price: £64,950 | Mileage: N/A

Built by Francis Tuthill in 1998 to full Historic Rallying (Class B4) specification. Campaigned initially by Richard Tuthill and recently rebuilt to a very high standard. Immaculate seam welded bodysell with full roll cage, 155 bhp engine on Webers, close ratio gearbox, lsd, etc. Complete with recent HTP papers.



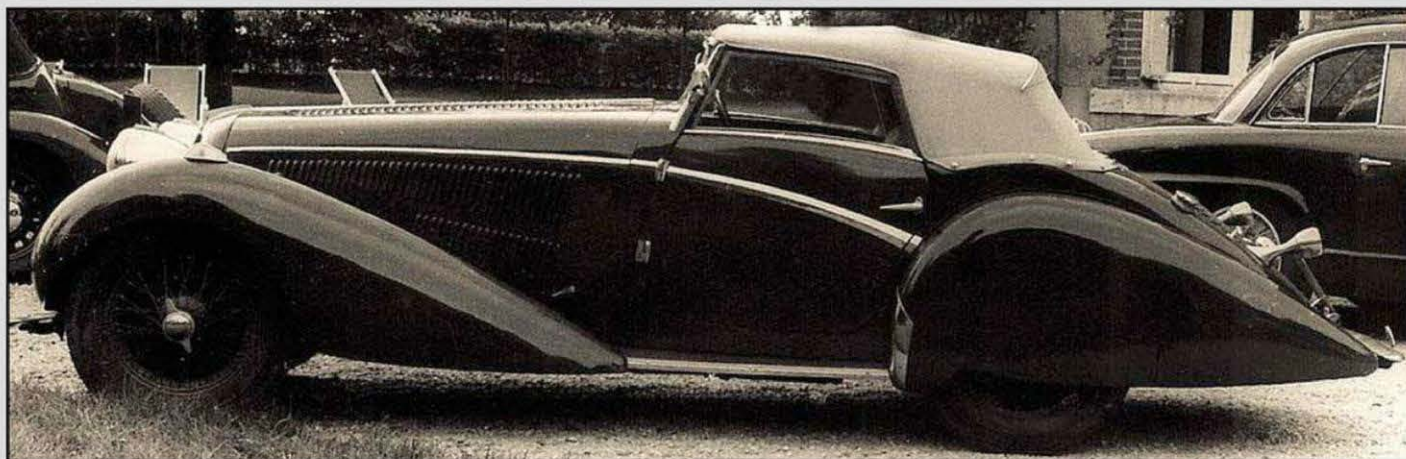
1967 Brabham BT23/1
Price: £99,950 | Mileage: N/A

Driven by Jack Brabham during the 1967 F2 season. Extensive and continuous history file with current HTP papers. Competed successfully in HSCC and Historic European F2 events. In superb race ready condition, with zero miles George Wadsworth BDA and freshly rebuilt FT200 gearbox.

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1936 DELAHAYE 135 M SHORT CHASSIS ROADSTER

One of only six 135 roadsters produced on a short wheelbase with a lightweight competition chassis built by the factory. The combination of low chassis and stunning 2-seater coachwork by Guilloré makes this example one of the most exquisite cars ever built during the golden age of French coachwork. This highly original Delahaye is offered for sale after 40 years in private ownership in France and has not been seen at any of the current concours worldwide, making it 'fresh' for the next owner to enjoy!



1954 COOPER JAGUAR T33

A very advanced design from John Cooper, using a multi-tubular chassis, independent suspension and disc brakes all around, makes this Jaguar powered sports-car an absolute delight to drive. An extremely competitive entry for the Goodwood Revival (photo above), the Mille Miglia and the Woodcote Trophy.



1966 BIZZARRINI 5300 GT

Part of a renowned collection, this Bizzarrini 5300 GT is fitted with independent rear suspension and fiberglass bodywork, as used on the 1965 Le Mans entry. A very well prepared example for historic racing, offered with spares. Eligible for GT & Sports Car Cup, Gentleman Drivers and Sixties Endurance.



1963 RENE BONNET DJET

This rare René Bonnet Djet LM6 built on a tubular competition chassis and fitted with a twin cam Renault type 55 engine competed at the 1963 Targa Florio for the Works. Immaculately restored by marque expert EPAF, chassis 7005 raced at Le Mans Classic in 2008 and is also eligible for the Tour Auto and the 'GT & Sports Car Cup'.



1978 MARTINI MK21 B

This is the Renault-Gordini powered Martini that Alain Prost drove to fourth at Monaco and to victory at Jarama in the 1978 F3 European Championship. A highly eligible entry for the Monaco Historic Grand Prix, where the car has competed in every edition of their historic F3 race to date. In excellent condition.

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MASERATI MC 12 CORSA, 2006, blue / black, the only new MC 12, 80 km



312 T4, Scheckter / Villeneuve, 1979, world championship car, completely restored, F1 clienti eligible



F 310 B, Schumacher / Irvine, 1997, new engine, F1 clienti eligible



126 C 2, Villeneuve / Tambay, world champion 1982, 1st GP Germany, ONE OFF, F1 clienti eligible



F 93 A, Berger / Alesi, 1993, 12-cylinder, F1 clienti eligible



412 T1, Berger / Alesi, 1994, 12-cylinder, F1 clienti eligible



PORSCHE 962 C, 1987, 2nd in Le Mans 1987, chassis-no 962 130



O.S.C.A. MT4 2AD 1500, 1954, black / tabacco, impressive racing history



MASERATI 3500 GT, 1959, silver / black, Shell Historic Challenge, FIA / HTP Pass

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LHD, £11,995



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1965 Jaguar Mk.II 3.8
M/OD, £9,995



1999 TVR Chimaera 450,
£9,995



1976 Alfa Romeo 1600GT
Junior, £9,995



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1971 Ferrari 365 GTC



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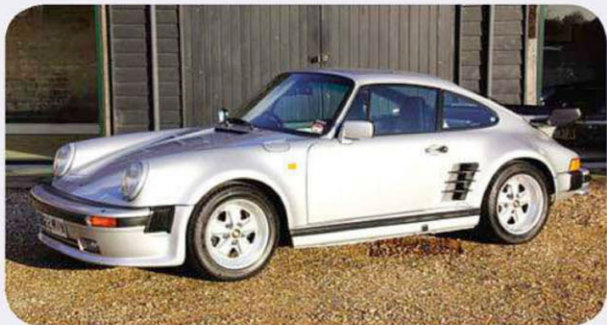
1971 LOTUS ELAN SPRINT DHC

Original drophead Sprint. Only 46k miles. Superb condition. Very well sorted. Lotus chassis, Geoff Richardson engine and all the right bits from Thompson.



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A very good original car. 40k miles with full history. Fitted with rear seat, cruise, HWW. Complete with comprehensive history file inc all books.



1989 PORSCHE 911 TURBO LE

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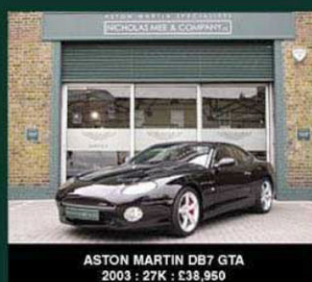
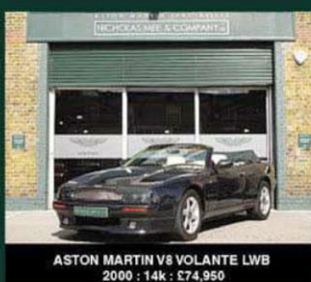
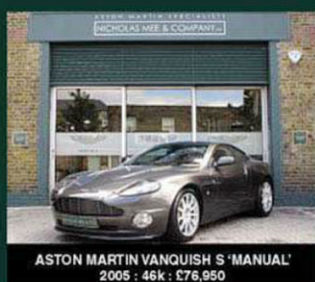
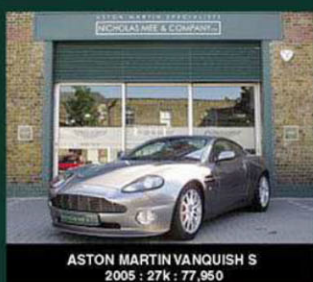
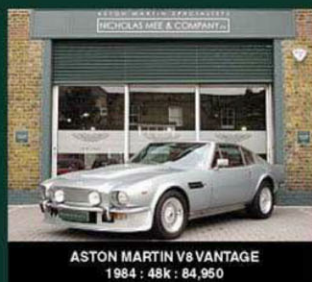
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**ASTON MARTIN V8
VOLANTE, 1986**

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Eligible for many historic events, including the Mille Miglia. This desirable Healey was previously owned by a noted collector and drives exceptionally well. Complete with fold down screen and full weather gear.



1952 JAGUAR XK120 4.2 SPECIAL ROADSTER £99,950

Previously owned and campaigned by the famous automotive artist Dexter Brown, this unique XK is fitted with a modified 290bhp E-Type engine. It produces the most fantastic noise and is exceptionally quick.



1973 BMW 3.0 CSL '1 OWNER FROM NEW' £54,950

With only one registered keeper since new, this amazing BMW 3.0 CSL is presented in first class condition. Recently sympathetically restored by a well known car collector, this really is a once in a lifetime opportunity.



1984 PORSCHE 911 RSR RECREATION £34,950

A fantastic and exacting RSR recreation that has been magazine featured. Based on a 1984 3.2 Carrera, it has had many thousands lavished upon it and is complete with a thorough and detailed history file.



1965 JAGUAR E-TYPE SERIES 1 4.2 FHC £54,950

Finished in white with red leather, this lovely car drives extremely well and had an extensive restoration in 2004. With a detailed history file, this really is one of the best cars we have seen for the price.



1968 LOTUS ELAN S4 FHC £29,950

Finished in its original colour of Burnt Sand with black interior, this Elan has just undergone a complete bare body restoration by ourselves at a cost of over £16,000 and is going through final recommissioning prior to sale.



1966 SHELBY GT350 FIA FASTBACK £99,950

There will never be another Carroll Shelby and very few cars as special as these. A genuine 1966 ('65 build) example, presented in the correct colours, this Mustang has been freshly FIA'd and is ready for race series worldwide.



1961 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER £79,950

This is one of the much prized, UK supplied, flat floor E-Type roadsters. It has recently undergone a sympathetic restoration through our workshops and is complete with a rare colour coded hardtop. A highly desirable car.



1983 FERRARI 308 GTS QV £34,950

Twice featured on 'Top Gear', this well looked after 308 GTS Quattrovalvole has a fabulous service history with detailed file of all invoices. It drives very well and looks fantastic with good bodywork and tidy interior.

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1959 ASTON MARTIN DB4 SERIES 2 EPOA

Freshly finished in Silver Birch, with all mechanical components being renewed or rebuilt, including engine rebuild, this DB4 is now available for buyers final specification, whether it be trim, performance or comfort.



1967 ASTON MARTIN DB6 EPOA

Originally finished in Mink with Dark Blue leather, this beautiful Aston Martin DB6 is still available for specification and currently undergoing the metal fabrication stage of restoration and will be completed to a very high standard.



1962 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER EPOA

Currently undergoing an obsessive restoration to concours standard, chassis 850485 is now entering the final stages of its complete rebuild. It is ready to be finished to the new owners personal specifications.

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1960 - AC ACE BRISTOL
Dark Blue with Red leather, original UK RHD example, just 5,000 miles since total nut & bolt photographic restoration.
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1957 - JAGUAR XK150 SE FHC
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1932 - MG J2
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1997 - PORSCHE 993 CARRERA 4
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1960 - MGA 1600 MkI DE-LUXE ROADSTER
(Multi Concours Winner)
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£59,995



1933 - MG J2
Oxford Blue with Cambridge Blue leather, 1 of just 2,083 J2 Midgets produced, just 400 miles since a total nut & bolt photographic restoration carried out by renowned MG specialist, concours winner.
£44,995



2001 - BMW Z3 2.2i SPORT ROADSTER
Titanium Silver Metallic with Black leather, full BMW service history, just 15,000 miles from new.
£11,995



1961 - JAGUAR MKII 2.4
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1967 MERCEDES-BENZ 560SL COUPE/ROADSTER. An extremely original local 2-top car w/ all service records since new, very well-kept. Excellent original Anthracite Grey paint & body, replaced-as original-black cloth convt top and very nice original Palomino leather. The car drives beautifully and is accompanied by original manuals and tools. 106,792 miles. \$14,350.



1974 ROLLS-ROYCE SILVER SHADOW. Owned for many years by a local RRDC member who replaced it only due to us finding him the Radford S II Bentley with which he had fallen in love at the NY 1962 Auto Show. Then owned by a fellow RRDC member who has carefully maintained the car for the past 12 years. Beautiful in Pewter over Brewster Green with beige leather piped dark green. Unmolested and excellent! 93,991 miles. \$23,400.



1990 CORVETTE "ZR-1" TWO-TOP COUPE. Very unusual find! 1 of few ZR-1's produced in Turquoise. Tan leather, both factory painted & glass roofs and FACTORY MATCHING luggage. Never titled or registered & driven by its only owner @20 miles per year. Absolutely unmarked, 100% original, showroom new w/ original sticker on windshield! 438 miles. \$60,650, then and now.



1938 MERCEDES-BENZ 540K CABRIOLET A. Virtually unknown since WWII, brought from Paris by a US Army officer after the war. He kept until 1970 and sold to a friend who kept it 40 years. Very rakish design, absolutely complete w/ unusual features & drives well. Original except repainted in 1970 along with original leather redye and a new convertible top. Docs. P.O.A.



1941 FORD SPECIAL DELUXE CONVERTIBLE A. A Southern car, fully restored in the 1990's and driven @5000 miles since then. Beautiful in Sheridan Grey with dark red leather and black convertible top with dark red piping. Flathead V-8 engine, 3-speed manual transmission and dual exhaust. Drives as nicely as it appears and it is beautiful! \$54,500



1980 MERCEDES-BENZ 450SLC. An absolutely prime example of the last year of production for this car. Finished in classic silver with beautiful original black leather, this is the finest example we have seen in decades! Loaded with equipment including: climate and cruise controls, electric: sunroof, windows, locks, mirrors and antenna, factory Becker "Mexico" AM-FM/cassette stereo, original alloy wheels, etc. Near-perfect body and paint, drives as new. Original manuals and tools. 67,633 miles. \$16,500.



1966 JAGUAR XKE SERIES I ROADSTER. Beautifully restored in original Carmen Red with gorgeous tan leather interior, top and boot. We purchased the car from the estate of its last owner who had purchased the car in California in 1998, following its restoration there. A week-end driver and show car, it scored 98.72 points at a J.C.N.A. Concours d'Elegance in 2003. Original Blaupunkt AM/FM/SW radio, manuals and tools.



2007 PORSCHE CARRERA COUPE. One local owner, 100% original, near new condition throughout. Arctic Silver, black leather. Every service record since new. All original manuals and tools. Includes 6-speed trans., electric sunroof, windows, seats (also heated), locks & mirrors, Bose Premium sound, Xenons, 18" factory alloys with colored crests, etc. Full factory warranty to June, 2013 or 100,000 miles. 33,465 miles. \$52,500.



2001 FERRARI F-1 360 SPYDER. Purchased new in February, 2002 by its only local owner and driver, this is 100% original and near-new throughout. Red with tan leather. Stored by us during winters and recently serviced. All original manuals and tools are present. 6,106 miles. \$104,000.



1985 CADILLAC ELDORADO COUPE. Original Dark Forest Blue w/ dark blue interior & matching top. A one-family owned car 26 years, driven just over 1,000 miles per year. 4.1 litre, fuel-injected V-8 engine w/ 4-sp auto trans & front-wheel drive, loaded w/ original factory equipment w/ everything working well. Original factory build sheet (framed) is present with all original manuals, extra keys, "Gold Key" documentation, etc. 30,070 mi. \$9,500.



1941 PACKARD 160 LEBARON SPORT BROUHAM. A rare and unusual senior-series Packard featuring "suicide" rear doors, twin covered sidevents with original mirrors, 16" original-width whitewall tires, electric windows, etc. Ours is an AACA National First Prize Award Winner with one local owner for past 12 years. Beautiful in Midnight Blue w/ matching broadcloth interior piped in tan. Drives extremely well. \$155,000



2008 PORSCHE CARRERA "S" COUPE. 1 owner, 100% original as new. Striking in "Triple Black." Very well-optioned w/ 6-sp trans., full leather, factory navigation, Premium "Surround Sound" CD stereo, Xenons, 19" factory alloys, electric sunroof, seats (heated/memories), windows, locks & mirrors, etc. Full factory warranty to Nov '12. All orig. manuals/tools. 14,819 mi. \$66,900



1999 BENTLEY ARNAGE SEDAN. Deep Mulsanne Green w/ ivory leather piped in body-matching dark green. Wilton carpets in dark green piped ivory, dark green Mouton carpet overlays, fabulous burr walnut facia, trim and door capping rails, and fitted with options including the requisite 4 factory umbrellas to the boot. Near-new condition! 41,852 miles. \$57,500.



1970 CORVETTE "LT-1" T-TOP COUPE. Beautiful original Sunfire Yellow w/ unmarked black interior & tinted glass. Original 370 h.p., 380 foot pounds of torque, solid lifter engine & 4-sp manual trans w/ power steering & brakes, result in a great performance driver-friendly car. Fitted w/ original AM-FM radio, 15" styled wheels and electric windows. 48,501 miles. \$49,000



1962 CORVETTE FUEL-INJECTED ROADSTER. A very rare factory fuel-injected car with both hard and soft tops. Just arriving in our showroom after spending years in a private collection, this is the 4th car which we have obtained from that collection-including a '57 fuelie. White body & hard top w/ black interior in very nice and correct condition throughout. Just arriving!



1973 JAGUAR XKE-V12 ROADSTER. Purchased new by a local customer from local Jaguar dealership. Kept primarily at Florida home. Carmen Red w/ original tan leather, matching top, carpets & boot. Factory 4-sp trans & chrome 15" wire wheels, absolutely beautiful, orig. owner's manual, tools w/ unused orig. spare wheel & Dunlop Sport radial tire. 49,682 mi. \$58,000.



1954 CORVETTE. JUST ARRIVING from its owner of the past thirty years. One repaint 30 years ago in original Polo White with red interior. Every number and code on car is correct and it is in excellent condition thruout. Price yet to be determined.



1995 CHEVROLET IMPALA "SS" SEDAN. GM introduced this car in 1995 as a return of the muscle car, based upon a Police Package Special Caprice w/ an LT-1 engine, suspension & brake modifications, a luxurious cabin in leather w/ all creature comforts etc. Ours is rare in Dark Cherry Red. One owner/driver since new. 100% original thruout. As new! 10,219 mi. \$19,500.



1996 ROLLS-ROYCE SILVER SPUR III SALOON. 1 of 507 Silver Spur III, known provenance, near-new condition inside & out and drives great. Beautiful in Magnolia w/ Sandstone hide piped in saddle, Sahara Beige Wilton carpets with matching Mouton overlays & fabulous burr walnut interior trim with matching folding rear tables. All tools, manuals, etc. 55,377 mi. \$44,500.



1993 BENTLEY TURBO R SALOON. Difficult and expensive (more than \$200,000 in 1993) to procure when new, the Turbo R is most impressive. Fabulous 2-owner car in BRG with Parchment hides piped dark green, dark green carpets piped tan w/ matching Mouton overlays and fabulous dark burr walnut facia and cabin trim. Original manuals, tools, records and even the original window sticker! 28,864 miles. \$34,000.



1963 CORVETTE SPLIT-WINDOW COUPE. A documented full restoration in original dark Daytona Blue with navy blue interior. All numbers correct with its 340 horsepower 327 engine, 4-speed manual transmission, signal-seeking radio, etc. Original owners manual and showroom brochure. Drives amazingly well! \$79,000.



1958 AUSTIN HEALEY 100/6 ROADSTER. We purchased this correctly restored car from a fabulous collection. BRG w/ tan leather top, carpets & tonneau cover, 15" chrome "knock-off" wire wheels, twin Lucas road lamps, absolutely beautiful. 8-cyl, twin carb engine w/ 4-speed overdrive trans result in sprightly performance to match classically British good looks. \$48,000.



1979 TRIUMPH TR-7 ROADSTER. The last of "The Shape of Things to Come" from Triumph, ours has had just one woman owner/driver since new, 100% original & excellent condition thruout. White exterior w/ tan interior and black convt top. Equipment includes 5-sp manual trans, factory air conditioning, original AM-FM radio, original rear luggage rack, etc. Original manuals and paperwork. 15,589 miles and near-new. \$13,500.

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Jaguar turquoise with black leather trim. 7.1 Ltr V8 Chevrolet engine by Rick Wood 431 CI producing 571 BHP.
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£39,950



1955 MG TF
(LHD) Matching numbers, original, rust free example.
£26,950



1968 MGC ROADSTER
Mineral blue with black leather piped, black mohair hood, restored to concours winning standards, wire wheels, stainless exhaust.
£26,950



1964 MERCEDES 220 SEB COUPE (RARE MANUAL)
White with original black leather, and wood trim. One previous owner, several concours wins, the finest on the market.
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1973 PORSCHE 911 3.0 CARRERA RS (REC)
Stunning in Porsche Gulf blue. Massive spec, 250+ BHP Very fast, ideal track/carbine, tour auto etc. Race papers available.
£49,950



1988 PORSCHE CARRERA SPORT TARGA
Guards Red, with Black leather piped Red. Colour-coded FUCH Alloys, (G50 Gearbox), 34,000 Miles, FSH, Near Concours.
£29,950



1957 ROLLS ROYCE SILVER CLOUD I
Two-tone sage green with beige leather, PAS, original RHD example, with all books, tools, etc. 2,000 miles only.
£36,950



2005 MERCEDES SL 55 AMG
Jet black with charcoal leather, AMG alloys, massive spec, key-less go, tires, 36,000 miles with FMBSH, mint example.
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1988 LISTER JAGUAR XJS COUPE
Manual 480BHP Oxford Blue, 34,000 miles (car no 27 or 33) Stunning.
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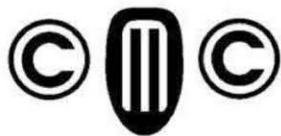
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The car spent its whole life in North America until returning to the UK in 2006. Subsequent work has been carried out by both J D Classics and Classic Motor Cars Limited and the car is now a stunning example of this iconic vehicle. Finished in quite possibly the most fabulous original colour combination of pastel blue paint and duo blue upholstery, this will make a stunning addition to any serious collection.

POA. Further details are available on our website.

One of the last 50 commemorative E-Types with only two owners from new and just 24,000 warranted mileage. This car was despatched on the 11 July 1974, through Byatts of Fenton to its first owner in West Bromwich.

Finished in black paintwork with Cinnamon interior as were 49 of the 50 commemoratives, this is one of the rarer manual gearbox cars, in pristine condition, having undergone a sympathetic restoration some 10 years ago at Classic Motor Cars Limited. This great car is ready for an owner wishing to either enjoy it as a driving car or show it or just hold it as a sensible investment in a serious piece of Jaguar history.

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1926
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1926
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1933
20/25 Park Ward six light. New
Head Etc. 7 seats. £35,700



1927
Phantom I Sedan by Thrupp &
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1930
20/25 Thrupp & Maberly 2 door
Coupé. Rebuilt engine. £48,500



1933
Phantom II Sports saloon by
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1936
20/25 Offord all weather
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Phantom II continental by Barker.
The Padget car. £179,000



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PAGODA: the truth

Having long dismissed the W113 as a mere *boulevardier*, **Mick Walsh** has an epiphany as Mercedes marks 60 years of the SL dynasty

PHOTOGRAPHY TONY BAKER





Some cars just pass you by, and the Mercedes-Benz W113 SL range has been that way for me over the past 30 years. Other than building an Airfix kit of one as a schoolboy, to me the Pagoda always seemed too civilised. Its crisp, understated appearance lacked the sporty appeal of its British and Italian contemporaries and, by reputation, it was safe rather than fun to drive. It was more of a grand tourer than a sports car.

So what better time than the 60th anniversary of the SL line – and the Pagoda's fast-approaching 50th – to examine Stuttgart's coolest model and see what I've missed? Talking to fans and specialists, it's clear that the last of the line 280SL is the model to go for. And the factory is enthusiastic enough about our birthday plan to deliver a mint, metallic fawn roadster to southern Spain during the week it launched the new SL500.

Our drive starts on the seafront in Málaga, the second-largest city in Andalucía and a thriving industrial port. The Costa del Sol is an appropriate place to celebrate the Pagoda SL, with the region's reputation for endless sunshine. No doubt the Mercedes sports car was a familiar sight whizzing along the coast, driven by wealthy sophisticates visiting exclusive resorts such as the Marbella Club. I freely admit to pre-judging the

chic '60s roadster. The Pagoda has always had a feminine image, and here I imagine bored Spanish millionaires' wives driving SLs to expensive rooms for flings with young matadors, or parking outside beauty salons. "It's the type of car you'd buy for a girlfriend, but secretly borrow when you could," agrees a colleague.

When launched at the Geneva Salon in March '63, the W113 was the obvious direction for the Stuttgart marque. Its previous sports cars boasted extremes of style and performance, the exotic, spaceframed, race-derived 300SL contrasting with the tepid 190SL. The new model fitted perfectly in the range, combining sophisticated looks, pioneering safety with crumple-zone technology and an impressive specification. Somehow future SLs never matched the grace and glamour of the Pagoda, its appeal attracting a diverse set of owners from former GP aces to rock stars. Women certainly look right at home driving them, none more so than Audrey Hepburn in *Two for the Road*, or Julie Christie in *Darling*. In 1968, the 280SL's quality construction came with a hefty British price-tag of £4404, a figure that could have bought a Jaguar E-type (£2225) and a Lotus Elan (£1732), both of which were quicker and more rewarding to drive.

As with many Mercedes designs, it's difficult to pinpoint who was responsible for the styling

Below: original design had a lower valance but it was deleted to improve air flow. Big lights are unique to the Pagoda. Previous page: stunning route 367





Above: with top down, the cockpit is a stylish, snug and safe place in which to travel. Walsh, the convert, would have been delighted to drive the 280SL back from Spain to Stuttgart

MERCEDES-BENZ 280SL

Sold/number built 1967-'71/23,885 (total Pagoda production 48,912)

Construction steel monocoque, with aluminium doors, bonnet and bootlid

Engine iron-block, alloy-head, sohc 2778cc straight-six, with Bosch mechanical injection

Max power 170bhp @ 5750rpm

Max torque 177lb ft @ 4500rpm

Transmission M-B four-speed automatic or four-speed manual, driving rear wheels; five-speed ZF manual optional

Suspension independent all round, at front by double wishbones, coil springs, anti-roll bar rear low-pivot swing-axes, coil springs; telescopic dampers f/r

Steering power-assisted recirculating ball

Brakes dual-circuit discs all round, with servo

Wheels & tyres 6x14in steels, 185 radials

Length 14ft 1in (4293mm) **Width** 5ft 9in (1753mm)

Height 4ft 4in (1321mm)

Wheelbase 7ft 10½in (2400mm)

Track 4ft 10½in (1486mm)

Weight 2998lb (1360kg) **Mpg** 21

0-60mph 9.3 secs **Top speed** 121mph

Price new £4404 **Price now** £40-70,000



because it has never been company policy to credit individuals. Most history books highlight Paul Bracq, but there are also sketches by head of styling Friedrich Geiger. Elegant simplicity is definitely the key to its compact proportions, giving it lasting appeal. The wide track and short wheelbase – with big steel wheels filling the arches – underline the priority of comfort over performance. The tall headlights and broad grille were a natural link to the flagship 300SL, but the new car's optional hard-top became its signature feature. Story has it that the dish profile was a spin-off from a roof-rack that was never produced, and ironically the concave top received a mixed reception at the factory when it was unveiled. Long-serving tester and racer Erich Waxenberger, who supervised the W113's development, famously observed that it "looked as if a tree had fallen on the roof", but mint tops now command £2000 and soft-tops are twice as much.

Our first destination is the new auto museum

'THE SMOOTH, FUEL-INJECTED 'SIX' PULLS EAGERLY THROUGH THE SPIRALLING TURNS'

of a mystery Portuguese collector. Inside a neatly converted tobacco factory close to the seafront, we discover a 500K Cabriolet and a trio of 300s including a Gullwing and a Roadster. Yet the city holds little appeal, so we head north to the hills in search of the best roads in Andalucía. In the perfect world, I'd love to drive the SL home to Stuttgart – via the deserted Sierra Nevada plains – but the car is required back at Marbella this evening, so for our day excursion we plan a long loop taking in Ronda, the spiritual home of bull-fighting. The final test for the 280SL will be a mesmerising run back south down the 397, via a scenic gorge sandwiched between the Bermeja and Palmitera Sierras, which I discovered one wet afternoon on the Tour de España.

The long, steep ascent to Monda is a good test for the largest-capacity W113. The big boot has easily taken all our gear and we leave the soft-top up for the early morning run through the cold, damp mist. The cabin is a snug place to be, with broad, deep seats, long-pile carpet and 'espresso bar'-style dashboard, which looks more fashionable with today's retro designs. The smooth, fuel-injected 'six' is well tuned and pulls eagerly through the spiralling turns, while the four-speed ZF automatic sticks to third as we chase to the top of the pass. You need to push the engine past 4000rpm, when its character is transformed and it performs like a sports car. Only an impatient Porsche 911 sees us off, but the 45-year-old classic easily keeps pace with moderns and it sounds rorty once into the upper rev range with its new stainless exhaust – plus the extra capacity helps to disguise the gap between third and top. Connoisseurs say that the smaller-engined 230SL – albeit 20bhp down – is freer revving. And ideally you'd want the rare but weak five-speed manual 'box.

Once over the summit, the 280SL is in its element on fast, straight, open roads where the motor settles to a comforting thrum. Visibility is excellent, with slim windscreen pillars plus long door windows, and we soon stop to lower the hood when the fog clears over the mountains to

reveal blue skies and blissful, unbroken sunshine. Unlike an English convertible, folding the top is a slick, easy operation and we're back on the road in no time with fingernails intact once it has been neatly concealed under the fold-flat deck.

The scenery becomes wilder beyond Carratraca, with stark white buildings, cactus groves and goat farms. There's no time to stop because we have an appointment with Waxenberger, and I'm keen to quiz the 82-year old about the fastest W113 of all. Encouraged by Rudolf Uhlenhaut, legendary engineer Waxenberger shoehorned in a 6.3-litre V8 to create the 'Mega-Pagoda'.

"We had to make a special bonnet with a huge bulge," recalls the Bavarian. "With 250bhp and 51kgm of torque [370lb ft], the acceleration was breathtaking. On the old north loop of the Nürburgring, and using racing tyres, I clocked a best time of 10 mins 30 secs. The high front-axle load – due to the heavy engine – and the single-pivot swing-axes caused a few moments, but I loved the engine noise through those big exhaust pipes. It was spectacular in a straight line."

Reports state that the 280SL 6.3 roared to 60mph in 7 secs, with a top speed of 140mph compared to the standard car's 121mph. Sadly, the hot-rod SL was eventually broken up by the factory, though several passionate Pagoda owners have built replicas.

I'd love to have chatted further about his long Mercedes career – and his development of the successful rally cars – but there is a road to rival the Targa Florio just along the valley from Teba.

The fawn roadster looks even more seductive as the sun begins to set, but will it disappoint me along the challenging 366 from El Burgo to Ronda? In contrast to the congested coastline, the landscape is wild and open. All that's missing is Don Quixote and a white windmill on the horizon. Most motorists blast down the 367 and past the new Ascari circuit to Ronda, thus missing this spellbinding alternative. It's not easy to

From right: bored-out 2776cc 'six' gives 170bhp and more torque than short-lived 250; timeless profile with breathtaking Puento Nuevo spanning El Tajo gorge. Below: safety measures prompted cockpit revisions, with less chrome and smoother scuttle edges. Seats are supremely comfortable



disc brakes that are over-servoed for my liking – but at the end of the 366 I fully appreciate how Eugen Böhringer and Klaus Kaiser won the prestigious Spa-Sofia-Liège rally on the 230SL's competition debut (see p95). Weighing in at 2998lb, it's heavier than an E-type, with 53:47 weight distribution front:rear. As with all Mercs, safety was a key factor and its hefty hard-top has a tubular substructure that could withstand a roll. So strong is the windscreen surround that it's possible to use it to lift the SL.

We arrive in Ronda, one of the most stunningly located cities in Spain, during the busy evening rush hour. The stylish SL creates plenty of interest through the historic centre, particularly with beautiful women who turn to admire its timeless lines. We pass the famous Plaza de Toros, which now hosts just one bullfight a year, and head for the awe-inspiring Puento Nuevo. Flummoxed by trying to find a route into the valley to get the impressive 18th-century bridge as a backdrop, we are approached by a friendly restaurateur in his Mercedes van. He's a huge fan of classic SLs, and happily leads us through the back streets and down a narrow cobbled hill to the bottom of the El Tajo gorge. It's a sensational setting, with architect José Martín de Aldehuela's amazing bridge spanning the 120-metre chasm. Begun in 1751, it took 42 years to finish



'THE GOLDEN LIGHT OF THE FAST-FADING SUN IDEALLY COMPLEMENTS THE METALLIC PAINT'

spot the turning, but the road is worth the extra time for the twisty, undulating route over the mountain ranges of Los Merinos and Blanquilla. The surface is new and the close limestone rock faces on the tighter stretches would make a mess of the pristine Pagoda, but its wide stance and chunky 185x14 radials inspire confidence. The SL may not seem that sporty, but the balanced chassis has reassuring poise courtesy of thorough testing by Uhlenhaut and Waxenberger.

It rolls a little through the tighter turns, but the roadholding is collected and tenacious. The steering – despite the large, plastic-rimmed wheel – is light and direct. Even with power assistance, it's deceptively responsive and, at the end of a spirited run over the pass, I'm impressed by how much fun the SL is to push. The body feels so composed and there's not a hint of scuttle shudder or steering kickback, even through the rougher sections. It took the testers four years to sort the SL, and that Teutonic diligence shows in this demanding terrain. The priority of comfort over character is evident – a factor typified by the





and claimed the lives of 50 builders. The golden light of the fast-fading sun perfectly complements the SL's metallic paint, though the temperature rapidly drops and we finally head down the eagerly awaited 397 – but it's soon too dark to really enjoy this rapid descent into Marbella. Low clouds cling to the valley side, and we keep the top down despite the chilly evening air. The heater struggles to cope, yet the lights are impressive as we battle with impatient local commuters. Best of all, the SL feels really dependable when you're tired, with a refined gait that's in tune with today's traffic. The bonus is that its beguiling looks seem to bring out the best in other drivers. Once we arrive in Marbella, that courteous nature is more evident as we struggle to find the Hotel Marbella Club, the ritzy beach hangout that was a favourite of Ava Gardner, Cary Grant and Audrey Hepburn. Fifty years on, the SL looks as trendy as ever at this famous boutique hotel and upstages all of the moderns parked around the palm trees and Andalucian-style villas. Both the rooms – they start at €400 a night – and the SL are beyond my pocket.

But the Pagoda has always been expensive. Even in the '90s, when friend, former *C&SC* art editor and Mercedes obsessive Nick Kisch pooled all of his savings to buy his dream 280SL, you had to fork out £20k-plus for a good one.

Convinced that I'd love to have a Pagoda, the reality of current values is depressing but not

Alternative looks

Judging by the Pagoda's resolved shape, you'd imagine that its gestation was straightforward, but Friedrich Geiger's styling team developed an extensive series of studies. Ease of entry, with a wide door and a high side window, affected the profile, which even late on featured flush handles and a subtle Coke-bottle-style kick-up around the rear deck. Dramatic side vents like the 300SL's were considered, as was a fastback by Paul Bracq. The most bizarre incarnation was a prototype test mule with Borgward-like body sporting high fins to confuse the press.

The new roadster also drew the attention of Pininfarina, which was granted permission by Mercedes to create a coupé (*C&SC*, Nov 2001). The project was entrusted to a talented new recruit, Tom Tjaarda. He gave the grille more rake and the wider wings resulted in a smaller bonnet, while the back echoed the Ferrari 330GT that Tjaarda also styled. The planned series was cancelled and the prototype was sold to America.

Below: Pininfarina's coupé proposal was presented at the Turin and Paris shows in 1964, but Tom Tjaarda's design remained unique



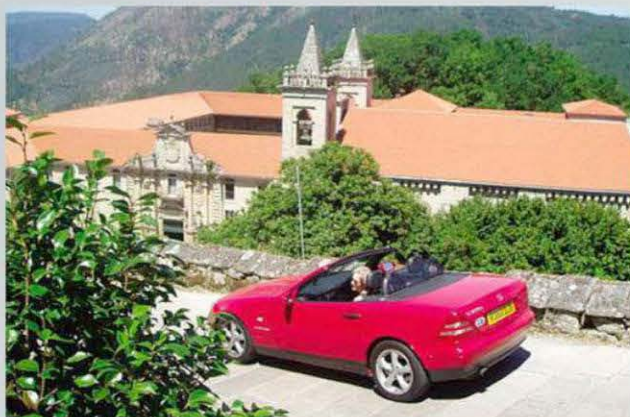
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Below: Pagoda looks trim from the rear, with neat hood cover. High in the Andalucían hills, the cacti evoke the SL's sporting success in Mexico. Right: Böhlinger pushed hard in the mountains to win the tough Spa-Sofia-Liège

quite the six-figure sums that some specialists ask. Portuguese-born Paulo Custodio of Silchester Garage is more realistic: "I grew up around them. All the taxis were Mercedes and my dad, who ran a garage, was impressed by the engineering. He indoctrinated me to their quality."

Ten years ago, Custodio set up a garage to specialise in restoration and sales of SLs, and this year has shifted 20. "I've seen them advertised for £120k but that's crazy," he says. "I'm happy to sell for £60-70,000. The UK market is flooded with left-hookers. Too many were brought in when the pound was strong against the dollar a few years ago, and I find even top examples tend to stick. We have a 20,000-mile ex-USA powder blue 280SL that was imported to Monaco and converted to European spec. It has never been restored or welded and it's proving a difficult seller at £66,000." Custodio rates the run-out model as the best of the family: "Ultimately, condition is the most important factor when buying. The early cars with extra chrome have more character, though the 280SL has the edge with extra torque and performance. Everyone wants silver but I like the dark blue." The most valuable Pagoda must be the ex-John Lennon 230SL, which is on offer in Florida for \$500k!

Delighted that I've finally discovered the SL's charms, I can see why owners rarely sell because its subtle elegance and quality have enduring appeal. Most impressive is the addictive allure of the final iteration. The design team continually improved the original concept over the 280SL's five years, making the last of the range the most desirable. The finest of the SL family? After 50 years, the Pagoda's case just gets stronger. 

Thanks to Mercedes-Benz Classic; Silchester Garage: 0118 970 1648; www.silchestercars.co.uk

Rally pedigree

The W113's limited competition programme must have been frustrating for long-serving Mercedes-Benz engineers after the glory years of the W196 and SLR. No doubt the challenge was enthusiastically received when the management gave the go-ahead to enter the Pagoda in the gruelling Spa-Sofia-Liège rally.

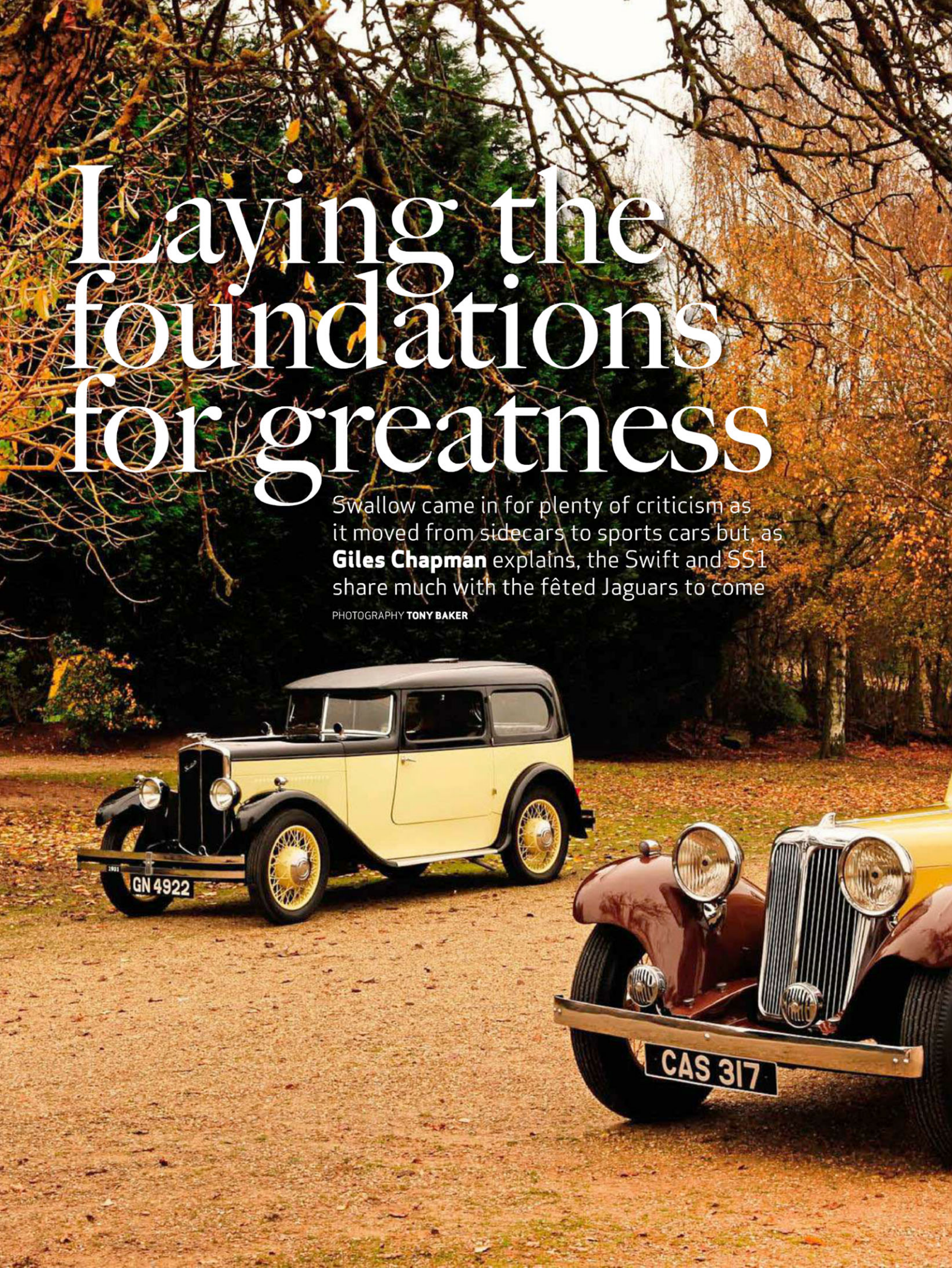
A 220SE had won the Rome-Liège-Rome the previous year, so racing manager Karl Kling was confident when he proposed the bold first outing for the new roadster to head of development Professor Fritz Nallinger.

During testing, driver Eugen Böhlinger insisted on taller 15in wheels to improve ground clearance on the Yugoslavian gravel tracks, while for the Italian stages he switched to 13in rims to improve acceleration on the smoother mountain passes. Coming down

the Passo dello Stelvio, Böhlinger lost the brakes and had to resort to using the gears to slow the SL, which encouraged the fitment of all-discs on later models.

Just 20 of 120 starters finished what was regarded as the season's toughest event. The new Pagoda picked up a mere 8 mins of penalties, compared to runner-up Eric Carlsson with 23.





Laying the foundations for greatness

Swallow came in for plenty of criticism as it moved from sidecars to sports cars but, as **Giles Chapman** explains, the Swift and SS1 share much with the fêted Jaguars to come

PHOTOGRAPHY **TONY BAKER**



For a remarkable, handsome and significant car, the insults hurled at the SS1 over the years dented its reputation, if not its rakish panels. For the fact that its low roofline and long bonnet recalled the raffishness of Woolf Barnato's Speed Six coupé from Cricklewood, the SS1 was declared a 'spiv's Bentley'.

There were other brickbats: 'Wardour Street Bentley', because the car appealed to louche characters in the movie business who inhabited the Soho thoroughfare; and 'Promenade sports car' was a dig at the SS1's relative gutlessness in rallying and its likelihood of scooping up gongs at concours d'elegance afterwards.

And, perhaps most cutting of all, a headline from the *Daily Express* on 9 October 1931: "Dream" Car Unveiled, Designed by 22 salesmen.' Salesmen? Good Lord, how thoroughly repellent! Upper-middle-class readers might have spluttered into their morning Darjeeling as they read: 'The salesmen were unanimous on one point, appearance is the best selling point in these days. "Give us a motor-car with a £1000 look, but which costs £300, and life will be easy!"'

The passing decades have mellowed attitudes towards the SS1 – which, in its seminal form, is 80 years old in 2012 – but the car's launch is highly revealing about attitudes towards the motoring masses. There was a lingering resentment at the plurality of motoring in the late 1920s and early '30s from people accustomed to car ownership as the preserve of the elite. The chairman could afford an expensive chassis and bespoke coachwork, yet he somehow found it an affront that a chief clerk desired the same thing on more modest means.

Fortunately, a young man called William Lyons was about to overturn all of that snobbishness and, rather than deploring human nature, thoroughly embrace and celebrate its aspirations. Although no-one knew it, Jaguar was beginning to prowl.

You might think that an XKSS or a Lightweight E-type is rare for a Jaguar, but Ron Walker's SS1 is equally scarce. "I only know of two others in this country on the road," he says. "There are probably seven cars known in the UK and another 12 around the world, but most are off the road. Most were scrapped once their ash frames rotted away."

But that's nothing compared to Ron's running mate for his SS1, a 1931 Swift-Swallow. There's only one other known survivor, and it resides in the Jaguar Heritage collection.

The Swift is a little-known link between Swallow Sidecars' humble roots and its fledgling car-maker status. The company was founded in 1922 in Blackpool, and its stylish sidecars were an instant hit with 'bikers who, like enthusiastic partners William Lyons and William Walmsley, wanted a smartly turned-out motorcycle 'combination'. It helped that the young ladies of this 'Flapper' era liked the sleek, modern Swallow models in which they'd often be passengers. Indeed, a high female approval rating fuelled demand for Swallow's next venture in 1927, a two-seater coachbuilt Austin Seven with two-tone paint, a cowled radiator and a tapering tail.

This little beauty's popularity – it was only £175, with hard-top £10 extra, and a saloon version soon followed – convinced the partners to relocate to Coventry, the heart of the British



Clockwise, from left: smart painted wires; interior features plenty of stylish touches – note the 'pointed' windscreen; low, rakish roofline was a Swallow trademark; the 1190cc sidevalve 'four' limits cruising to 40mph; Swallow mascot rather overshadows the discreet Swift shamrock logo

on Walker's 1931 car is strikingly executed, and features such as the vee windscreen, the peaked roof above it and the neatly rounded rear end were daring stuff. On top of the bonnet just ahead of the windscreen are two nautical-looking funnels (Austin-Swallows had these, too) that bring cooling air into the cabin – transatlantic liners were quite the thing, after all.

Open the wide, rear-hinged doors and cross the threshold – marked with treadplates reading 'Coachwork by Swallow, Coventry. Grams: Swallow' – and the comfortable ambience is impressive. The bucket seats tip forward to access the two behind, there is an oval glass roof light, plus – the ladies ever in mind – a glovebox with vanity mirror and two powder compacts in its drop-down door.

Henlys' plaque is on the dashboard and topping the radiator cowl is Swallow's suburban-exotic mascot, overshadowing Swift's shamrock logo. But the luck was out for this smart little car. Swift was bankrupt by 1931, and fewer than 150 are thought to have been built.

By then, however, the Swift was a low priority for Lyons and Walmsley. After they extended the Swallow treatment to the Standard Big Nine in 1929, the head of the Coventry car-maker, John Black, eagerly agreed a chassis supply. Henlys' London sales folk, meanwhile, were mesmerised by the potential for a glamorous new car, the powerful and long-bonneted Cord L-29. What could Lyons devise to cash in?

Amazingly, Standard agreed to provide an exclusive, bespoke chassis for the first complete SS car, based on the 16hp but with semi-elliptic leaf springs outside the members, a downswept centre section, lowered radiator, engine

motor industry, in 1928. Swallow then survived the post-Wall Street Crash period unscathed.

It was an odd business, prospering on the back of other people's engineering efforts, and Swallow practised its art on various cars, including Morris, Wolseleys and even Fiats. The house style usually included a natty paintjob, a roofline as low as possible and a stylish interior. The cars were often sold through dealer chain Henlys, and Lyons lapped up feedback from this masterful merchandiser. One Henlys suggestion was that a Swallow body could do wonders for the slow-selling Swift 10hp. No problem – the car was unveiled at the 1929 Olympia show, and on sale six months later.

You don't have to like vintage economy cars to find the Swift-Swallow very pleasing to be around. The black-over-yellow paint scheme

Chance finds



Following a 1950s passion for Lotus, Coventry-based flight instructor **Ron Walker** found himself yearning for a classic hailing from his home city. In 2001, the lucky discovery of a 1928

Swift 10hp kick-started a dedication to the company that built it, and The Swift Club that looks after the few survivors. He never expected to find a Swift-Swallow, but there was a forlorn example at a 2009 Bonhams auction in Hendon.

"I did a double-take," he remembers. "The body was nice, but you could see that a lot of work was required. It hadn't been on the road since 1962!"

Walker bought it on a whim and a reckless final bid. He discovered that the ash frame was in good shape, so most of his 1000-plus hours of restoration work involved the running gear and engine – the head and block were rusted together. The gearbox and differential were both sound.

With a growing hands-on interest in Swallow coachwork, it was obvious what to go for next but SS1s are like hen's teeth. When the chance came, via a private treaty sale, Walker leapt at it. What he acquired was a 1933 SS1 that spent the first 67 years of its life in Australia. The dry climate Down Under was key to its survival. "The whole idea was to get it back to being drivable. You couldn't get third or fourth, it jumped out of gear and it stalled easily. It hasn't been a total restoration, nor even as much work as the Swift, but I had to take the gearbox out, put in a new clutch, overhaul the gearbox, bits and pieces on the engine, and I've had the back axle out.

"As soon as I'd sorted it, suddenly I could I appreciate how lovely it was, and also think how fantastic it now is to drive."



Clockwise, from left: beautiful Art Deco door cards; SS became Jaguar in 1945; the engine is Standard's sidevalve 'six'; Lyons reworked the original design until he was happy – a rear side window was offered as an option from 1934; the interior is more luxurious than the earlier Swift's



mounted 7in further back in the frame and a wheelbase extended by 3in. There was a choice of sidevalve Standard six-cylinder engines, in 2054cc or 2552cc sizes.

With Henlys fretting about the 1931 Olympia Motor Show, Swallow pressed on with the design – a direct development of the Swift's – despite the normally energetic Lyons feeling less than chipper. With the pain growing, he was eventually rushed to hospital, where his appendix was removed. His recuperation wasn't helped by what he discovered several weeks later. In trying to marry the desired look with the modified Standard chassis, Walmsley had concocted, in Lyons' eyes, a bit of a dog. The cabin stuck up "like a conning tower". Walmsley was able to bellow back, quite rightly, that if this hadn't been done then sitting in the car would have been impossible for anyone of average height.

It was too late to do anything about it, but in the end it didn't matter. The 'SS Sixteen', at a mere £310, became an utter show-stealer, despite SS's Olympia stand being confined to the coachwork section rather than among the real manufacturers. To be seen in one, punters endured cramped headroom and a rear bench seat that could barely accommodate one doubled-up unfortunate. Because SS had no real engineering department, there were faults, such as leaky seals to windscreen and sunroof, and a cockpit apt to fill with exhaust fumes. And the 500 style-conscious individuals who ordered one were content to own a spritely 55mph cruiser rather than an out-and-out sports car.

Despite the rapturous reception, Lyons wanted to get the car dead right, so the 1933 model, announced in October 1932, got a major

makeover, obvious here with Ron Walker's glorious specimen. "Lyons instantly got back to his flowing design, lowering the window and door line so they matched the bonnet, and flowing the wings through on to running boards," says Walker. "He wanted a car that looked fast even though it wasn't particularly. He wanted it to look right and look expensive."

The chassis on the '33 car was modified so that it was genuinely underslung at the back, with members passing under the rear axle, allowing the cabin to be lowered as Lyons required. Together with a 7in wheelbase stretch, this meant that two people could sit in the back reasonably comfortably but still suffer from claustrophobia – the dummy hood irons on the outside looked the business but in 1934 an optional rear side window was offered.

The £325 cost does seem astonishing for a hand-made 2+2. A more intrusive propshaft on this lowered version moved Henlys' salesmen to boast that the two separate bucket seats were copied from armchairs in the company's boardroom (which was abject hype, of course). They were still beautifully leather-upholstered, while the door panels displayed that popular Art Deco motif of a rising sun, with a walnut centre and stitched leather 'rays'. There were little picnic tables in the back, too.

So where were the corners cut? "Performance-wise is where it was criticised," says Walker. "It isn't very quick and the Bendix cable brakes aren't too good, plus it's a heavy car; it doesn't like twisty roads or potholes. Having said that, it's pretty usable because you can tick along nicely at 60mph, whereas it's 40mph max in the Swift." And one more thing: "The windscreen

wipers are driven by the gearbox, so there's no action when you're standing idle."

Still, this is the definitive SS1, whatever its mechanical limitations. As Walker says: "[Engineer] Harry Weslake told Lyons that until you put the valve gear on top of the engine you're not going to do very much with it. When he later converted it from side- to overhead-valve, that's what made the SS100 a rally winner."

Its emphasis on value and detail were part of the slowly unfolding Jaguar template, and the way William Lyons could not rest until the style was bang-on pre-dated his decisive action in turning the unloved Mk1 into the superb Mk2. Plus, George Formby was a celebrity owner. But, as with all the other SS1 insults, don't let that put you off one of the pivotal cars in British motoring history. 

THE SUPERCAR GROWS UP

Alastair Clements puts away childish things to sample the 550 Maranello, a mighty GT that harks back to the glory days of the front-engined Ferrari V12 two-seater

PHOTOGRAPHY **MALCOLM GRIFFITHS**





'THE SPEC READ LIKE THE DAYTONA, BUT THERE WAS NOTHING BACKWARD IN THE WAY IT WENT FORWARDS'



Let's put aside the debate over when the modern 'supercar' was born for a moment, and try for the sake of argument to agree on a couple of points. First, a supercar needs to be mid-engined. And second, the first real supercar worthy of the name was the Lamborghini Miura in 1966 (the GT40 wasn't a true road car, after all). And where was Ferrari during all of this? Soldiering on with traditional front-engined flagships for another seven years until the success of the Dino persuaded Enzo to put the technology he'd been employing on the track for over a decade into practice in his most potent road cars.

When Ferrari did join the mid-engined pace race, of course, it jumped to the head of the queue and has remained there or thereabouts ever since. So why the 550 Maranello? Why, in 1996, turn your back on 23 years of development to create a car that in philosophy and fundamental technology was almost a carbon copy of the original Daytona?

Actually, that last point is pretty pertinent. In a world where the supercar wars were reaching their zenith, with a gaggle of wedgy machines that could all top 200mph, lap the Nürburgring at silly speeds and floor a schoolboy at 20 paces,

something with the presence and hearty charisma of the Daytona was a welcome change. And there was another nod to the past in the name, Maranello, home and heart of Ferrari – albeit a place that sounds rather more exotic and glamorous than it looks in reality.

Glance at the spec sheet of the 550M and you could be looking through a brochure for the 365GTB/4, circa 1968: tubular steel chassis with aluminium panels; front-engined, rear-drive via a transaxle gearbox; double wishbones at each corner; and, of course, a dry-sump, all-alloy, quad-cam V12. Yet there was nothing backward about the way it went forwards: 3.5 secs faster around Ferrari's Fiorano test track, in fact, than the mid-engined 512M it replaced. And it made complete sense in Ferrari's expanding range: with the F50 taking care of the narrow hypercar niche, the brilliant F355 covering the everyman middle slot (well, every man with a spare £83,031) and the family-friendly 456GT, there was a gap for a 199mph super-GT that somehow blended the talents of them all. The 550M fitted it perfectly, completing a line-up which proved that Ferrari was mining a rich vein of road-car form arguably not seen since the 1960s.

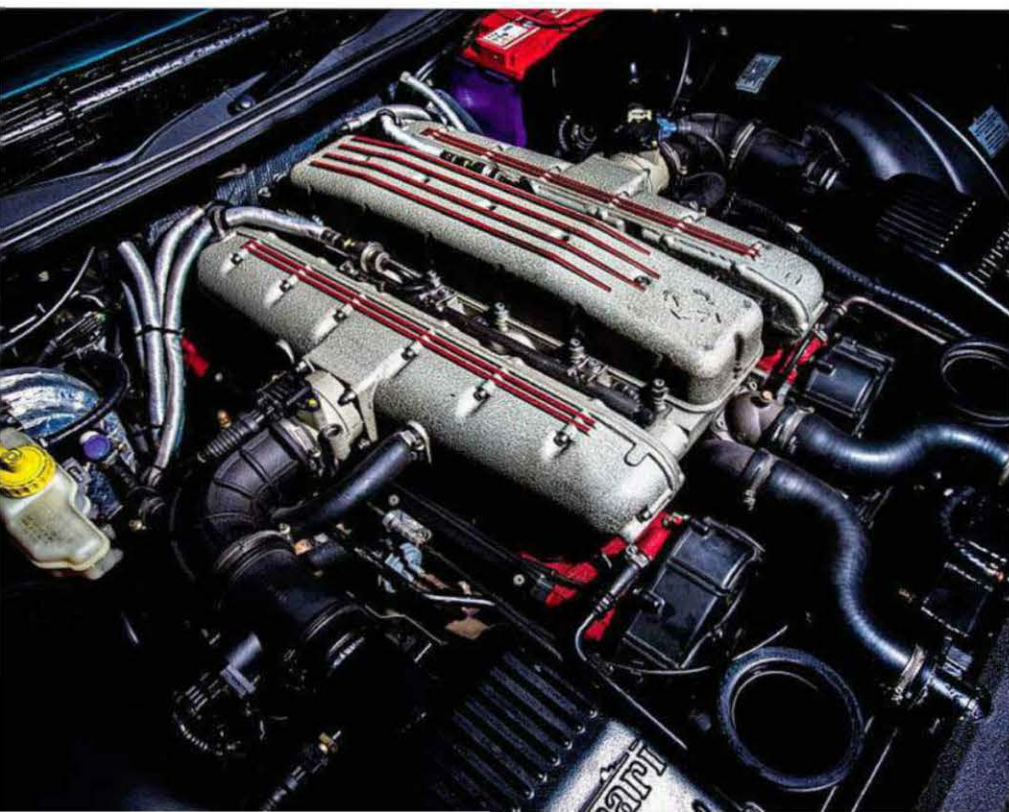
Unlike the 456 and 355, however – and in spite of the 'disegno pininfarina' badges above

those functional, GTO-style gills aft of the front wheels – the 550 is not a conventional beauty. There are hints of the F355 in the grille shape and of 456GT in the pertly styled rump, probably the 550's most elegant view, but elsewhere this car is more about purpose than prettiness. The aggressive face is fronted not by the pop-ups that had been a Ferrari constant since the '70s, but by three-part faired-in units with modern 'projector'-style headlamps. And there are vents and scoops everywhere: 'nostrils' on either side of the front spoiler; a pronounced bonnet vent to increase intake pressure; even a duct let into the muscular nearside-rear haunch to cool a brake radiator. The attention to airflow continues beneath, with careful channelling and venturis to take the air past the rear-mounted transaxle and boost downforce.

Pull the neat little handle, swing open the frameless door and it's clear that this car shares more than its (shortened) chassis and 5474cc V12 powerplant (albeit boosted by 42bhp) with the 456GT, because this is not the cabin of a stripped-out road-racer. The seats, though hip-hugging and brilliantly supportive, are comfortable and the overall ambience is one of superb quality, with immaculately trimmed leather covering everything from the centre



From far left: superb seats cosset and support; alloy gearlever; signature round lamps; duct cools brake fluid. Below: big car has stunning balance; 5474cc V12 shared with 456GT



FERRARI 550 MARANELLO

Sold/number built 1996-2001/3083

Construction tubular steel chassis, aluminium panels

Engine all-alloy, dohc-per-bank 5474cc 65° V12, Bosch Motronic fuel injection

Max power 479bhp @ 7000rpm

Max torque 419lb ft @ 5000rpm

Transmission six-speed manual transaxle, driving rear wheels

Suspension independent, by double wishbones, coil springs, adaptive telescopic dampers and anti-roll bar

Steering rack and pinion, with speed-variable power assistance

Brakes 13in (330mm) front, 12½in (310mm) rear ventilated and cross-drilled discs, with servo and anti-lock

Length 14ft 11in (4550mm)

Width 7ft 1½in (2180mm)

Height 4ft 2½in (1277mm)

Wheelbase 8ft 2½in (2500mm)

Weight 3732lb (1693kg)

0-60mph 4.6 secs

Top speed 199mph

Mpg 12.3

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THE OWNER Mike Phillips



It's four and a half years since this chartered accountant bought his first Ferrari, but it was only after he retired 12 months ago that the 550 began to get regular use, including a run to the Le Mans Classic.

"Sometimes I just stick a date in the diary to go off and drive," says Phillips, for whom the V12 was a big step up from his previous fun car, a Mazda MX-5. "I'm passionate about Ferrari, and knew I would always have that yearning. They seemed so reasonable that I thought I'd better do it." After a six-month search, he dropped in at Verdi for a chat, and drove away £50k poorer in the 550. "The Ferraris I loved were the classic front-engined GTs that ran at Le Mans; I had no interest in a mid-engined car. I felt intimidated by it at first, but then realised I could have spent more on a new BMW and I relaxed a bit. It's very usable and has had no mechanical problems so far." Phillips budgets c£2000 per year for servicing. "But it does drink fuel. I struggle to get 14mpg. I am tempted to do a track day... but I'd rather use someone else's car!"

Clockwise, from above:
rear three-quarter is the
550's most stylish view;
leather-wrapped cabin
is beautifully finished;
diamond-stitched luggage
bay; optional split-rims



console to the headlining. There are a few parts-bin bits – notably the electric window switches and internal door latches – but they are easy to overlook, particularly once you come face to face with the intimidating central Jaeger dials: a rev counter redlined at 7600rpm and a 220mph speedo. They're flanked by water temperature and oil pressure, with oil temperature, fuel and a clock in a separate trio above the central bank of toggle switches and air-con controls. It's the kind of interior that makes you want to don your Persol shades and plot a course for Cannes.

But this is not Cannes, it's Kenilworth. And unfortunately, just as I drop owner Mike Phillips home and fire up for a drive, the pervading drizzle thickens to a light storm. Not the ideal conditions in which to get to know a rear-wheel-drive 479bhp GT that weighs almost 1700kg and sits on vast, aquaplane-friendly 255/40 front and 295/35 rear Pirelli P-Zero Rossos. Initially, at least, it feels inordinately big as you nudge that long nose out into the traffic and remember that the vast 18in split-rim alloys (a factory option) have recently been refurbished.

But remarkably quickly, you realise that the 550M is not the animal that its statistics imply. Unlike its recalcitrant supercar rivals, the Ferrari is friendly: the clutch has a certain weight, but

the heaviest control here is the throttle, and that somehow seems engineered-in to avoid the uninitiated using too much of it in one go. Hefty the car may be, but such is the V12's potency that it still boasts a massive 287bhp per tonne – enough to take it from rest to 100mph in just 10.1 secs and on to a 199mph maximum. In Maranello circa 1996, only the F40 and F50 had ever been faster. Such is the incredible torque that you can leave it in fourth and it behaves like an auto, happy to pull from just above walking pace to speeds only legal on a derestricted *autobahn* with no fuss. Oddly, there's curiously little noise either. There's a potent rumble at idle from the non-standard Tubi exhausts, but on the move it's more mechanical hum and muscular refinement than supercar blare. But this car was bought for its talent, not its ego – which is why most buyers chose to sidestep the Rossos and Giallos on the Ferrari colour chart in favour of more subtle Grigios and this beautiful shade of Blu Tour de France.

With all of that power, all of that weight, and that archaic layout, you might expect the 550 to fall to pieces on a British B-road, but it doesn't. Quite the opposite, in fact: for a big car, this GT is astoundingly nimble, thanks to a combination of super-sharp steering – 2.1 turns lock to lock –



'IT'S THE KIND OF CABIN THAT MAKES YOU WANT TO DON YOUR PERSOL SHADES AND PLOT A COURSE FOR CANNES'

50:50 weight distribution and a wider front track than rear that makes it dive into corners in a way that its equally bulky Aston Martin Vantage rival couldn't approach. It also feels more of a piece than a Newport Pagnell product; the comfort can't quite match that of a Jaguar XKR, but it rides bumps with firm authority thanks to clever adaptive dampers that also keep the body immaculately in check at speed.

There's a fair amount of electrickery going on here, aside from those computer-controlled shock absorbers. The standard kit includes 'ASR' three-stage traction control, a character-changing 'Sport' button and speed-sensitive power steering, yet this car can still lay claim to being the last true analogue Ferrari, with no option of the shunting 'automated manual' F1 gearbox – favoured choice on the evolutionary 575 from 2002 – or fiddly 'Manettino' mapping controls on the steering wheel. Instead, there are three proper pedals and a classic aluminium ball-topped gearknob. The click-clack change has a rewardingly positive action, but you have to watch your fingers in that polished gate because it's a short lever. The steering isn't full of feel in the traditional sense, but its weighting and accuracy are superb, giving the 550 incredible fluency cross-country for such a heavy car. Likewise, the

Sport button enhances rather than spoils the experience, allowing a surprising amount of wheel slip – which means sideways fun without losing the electronic safety net.

Such is the 550's armoury, it's not surprising that the Ferrari sold in healthy numbers for a car priced at in excess of £140,000, and its usability means that there are plenty of examples out there today with fairly significant mileages. Consequently, bearing in mind Cavallino collectors' usual desire for low-milers, they can still be picked up for bargain prices. Ian Donaldson of supercar specialist Oakfields is convinced that 550Ms will never be any cheaper: "There is a distinct following for them, and it's growing. The market began to wake up to the 550 around three years ago. The general opinion was that they were too cheap, with cars around for less than £35k – for one of Ferrari's best all-round GTs." Donaldson brought the first left-hooker to the UK in 1996: "It was the most comfortable and reassuring high-speed car I'd driven, and I've never had any major issues with them. It's a complete Ferrari GT for very realistic money."

Although cars with 50,000-plus miles are advertised for £40,000 or less, Donaldson reckons it's worth spending a little more: "The ideal is a car with three to five owners, full Ferrari

history in the original service book and less than 40,000 miles; at £45-55,000, they sell very quickly. Enthusiasts shouldn't worry too much about mileage because they are well-engineered and the engine is so understressed, but collectors are looking for low-milers to put away. The centreline for a low-mileage car is around £60,000, with up to £10k leeway on either side, but if I found a 2000-mile car in Grigio I'd be asking £90,000. If you're looking for a really good GT, I don't think there's a better car, and nobody is ever disappointed by it."

Perhaps now is a pertinent moment to revive that original question: why the 550? A decade ago, for me, it was all about the middies. Diablo, XJ220, EB110, F40, F1 – the 550 didn't even come into the picture. Yet I think I've matured, and now see the car with the eyes of the buyers Ferrari was targeting. It's a car that will – easily – keep up with a Diablo SV in a straight line, not to mention giving it a scare on real-world roads, yet it's comfortable, you can see out of it, put your luggage in it, and emerge from a 10-hour drive free from aches and pains. Suddenly it all starts to make sense. CLASSIC

Thanks to Oakfields: 01256 760256;
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Claws celebre

Richard Heseltine toasts 40 years of Panther with the wild and often retro-inspired designs from the fertile imagination of Robert Jankel PHOTOGRAPHY RICHARD HESELTINE ARCHIVE/LAT

1



1 LAZER

Every creative journey begins with a problem, in this case how to make a V12 beach buggy-cum-sports car. Built at the behest of the Canadian importer, the one-off Lazer emerged in 1974 with straight-six Jaguar power and a front beam axle. The customer had ordered it as a present for his wife, but she wasn't impressed. Panther offloaded it onto a 14-year-old Iranian prince instead.



2 FF

Never afraid to take on small-series commissions, Jankel built the FF for Swiss concessionaire Willi Felber in '74. Felber's Haut Performance concern also happened to be a Ferrari agent, hence the second-hand 330GTC donor car. Jankel admitted to taking his inspiration from the Ferrari 125, although it was far from a straight crib. According to PR blurb from the time, it could top 160mph.

3 Felber was sufficiently impressed with the FF to initiate a series of replicas using new platforms. Ferrari didn't exactly give its blessing so, while the demand was there, just seven cars were built due to a limited supply of parts. The final example was finished in '75, but Giovanni Michelotti later went on to create a batch of near-identical cars for Felber.



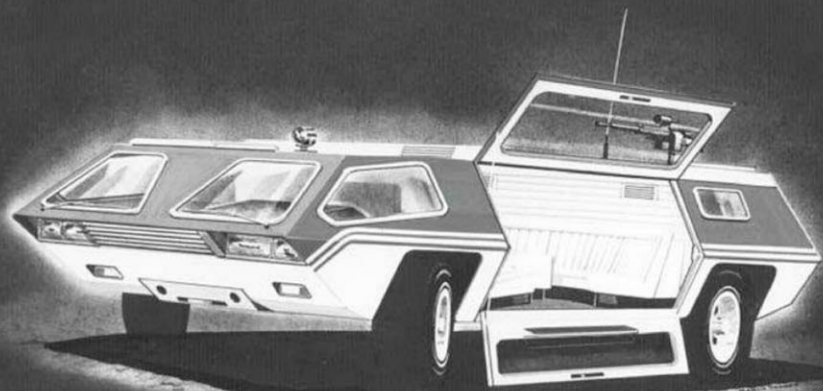
It was a cavalcade of craziness, one that appeared to have crash-landed into the ordinary world. From the kernel of a one-off Jaguar SS100-style roadster grew a marque not conducive to moderation. Sometime saloon-car racer Robert Jankel left the family textile firm to form Panther Westwinds in 1972. A likeable and modest man, his creations stretched credibility but they shone brightly in a decade that pulsed with blandness. From pseudo-Bugatti Royales to six-wheeled supercars, rearranged Range Rovers and beyond, you might not have liked his designs, but you couldn't ignore them.

While Panthers remain easy prey for those predisposed to dislike them, even the most hard-bitten arbiters of taste will admit that they were well made, Jankel employing coachbuilders with decades' worth of experience. Panthers were initially the preserve of the super-rich, customers including Middle Eastern royalty, plus the likes of Elton John, Oliver Reed and Billy Connolly all beating a path to Weybridge.

The decision to edge towards the mainstream with the Lima would lead to Jankel's departure from his own business after a spurned Japanese importer failed to release homologation papers to the new concessionaire. Debts accumulated and the receiver was called in towards the end of '79, but Panther would live on under Korean ownership and Jankel bounced back making cars under the Le Marquis banner among others.

The new regime changed direction with the Solo supercar. Unfortunately, this forward-thinking device cost a fortune to develop and its potential was never fully realised. In 1990, the marque was effectively mothballed. It had been quite a ride. Join us as we celebrate the best, worst and maddest of a peculiarly British breed.

4



PANTHER BMRV

4 BMRV

Panther released this artist's impression in the mid '70s. Dubbed 'a luxury off-road conference vehicle', and equipped with everything the discerning tinpot dictator could need (spot the machine gun), it never made it off the page. Shock.

5 KALLISTA

Production of the Lima's successor was running at about 300 cars per annum by late 1984, with the model homologated for sale across Europe, as well as the USA and Japan. Aluminium panels were pressed in Korea and shipped to the UK.



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6 SIX

Priced at £39,950 – in 1978 – and packing a twin-turbo 8.2-litre Caddy V8 mounted amidships, this barmy six-wheeler was a victim of Panther's crash of '79. Just one car was completed by the factory, another later being cobbled together from parts.

7 DE VILLE LIMO

Exploring the furthest reaches of bad taste, this De Ville was built in '83 for HRH Prince Sulaiman of Selangor at a cost of £105,000. The gold crest atop its radiator grille was crafted by Garrad & Co.

8 LANCIA

This misshapen device was to have led to a run of 100 sports cars 'evoking' the Lancia D24, and using Fulvia running gear. The prototype broke free of its moorings en route to the '75 Geneva Salon, however, and arrived rather crumpled.



9 LIMA

Designed to go head-to-head with Morgan, the volume-built Lima was conceived with a Triumph Spitfire platform in mind but BL refused to play ball, hence the Vauxhall Magnum running gear. The body was glassfibre save the MG Midget doors.

10 J72

Intended as a one-off for himself, Jankel's SS100 homage was built at his house, Westwinds, in '72. Panther would make 422 J72s (later called the Brooklands) into the '80s. Some, as here, featured a 5.3-litre Jaguar V12 instead of the usual 4.2 'six'.





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11 DONG-A-MOTOR/STAMPEDE

Second-generation chief YC Kim sold the majority stake in Panther to Korea's Dong-a-Motor in late '87. Parent firm SsangYong then initiated a move to a new factory in Essex, Panther being roped in to develop its work-in-progress off-roader. Plans called for the company to build cars in the UK from CKD kits that would wear Panther Stampede badging, but SsangYong lost confidence and switched all development work back to Korea.

12 RIO

Wood & Pickett did a roaring trade in glitzy Minis in the 1970s, so Jankel concluded that there was a market for a small, hand-finished luxury saloon. Enter the Rio in '75. Basically a reskinned Triumph Dolomite, it came with leather upholstery, walnut trim and Sundym glass. There was also a 16-valve Especial version that cost £9445 – when a Jag XJ12 was £7527! Just 38 were made to '77.



12



11



13

13 SOLO

It could have been, should have been a world-beater. Instead, the brilliant Solo was just another British what-might-have-been. With a chassis laid up by former GT40 insider and Alan Mann Racing alumnus Len Bailey, plus styling by '80s leading lights Ken Greenley and John Heffernan, the original Solo was a daring mid-engined sports car with Ford CVH four-pot power. The prototype was completed in 1984, but then Toyota rather inconsiderately went and launched the MR2. At a stroke, the Solo was rendered an also-ran so it was back to the drawing board.



14

14 SOLO 2

Three years after the Solo broke cover, Panther unveiled the Solo 2, concealing 2-litre Cosworth power and four-wheel drive beneath an outlandish body made of an aluminium-composite sandwich. Sadly, spiralling costs and political intrigue mitigated against it. No more than 25 were made.

15 KALLISTA

Launched at the 1982 British Motor Show, the revised Lima featured a Ford 1.6-litre 'four' or 2.8 (later 2.9) V6; out of c1600 produced, 75% were exported. SsangYong later badged its own version.



15

JEM'S POCKET ROCKET

Its styling may divide opinion but, as **James Elliott** discovers after a bracing drive, the Mini Marcos has a beauty that goes beyond mere cosmetics

PHOTOGRAPHY **TONY BAKER**

Was any car ever designed with such singularity of purpose as the Mini Marcos? This tiny, squat, beetle-backed fizzbomb might not please every aesthetic sensibility, but it

does exactly what it was intended to do.

Just 1275cc of transversely mounted workaday A-series engine fed by a single SU (in this example, anyway – no two seem to be the same) sends this little terrier shooting down the road. You can keep the throttle wide open to help it clear its throat with each upchange, the rasp through the pea-shooter exhaust rising an octave each time the revs trebuchet into new territory. It's remarkable. As is its history.

Tracing its lineage back to Dizzy Addicott's famous DART, the Marcos spearheaded a raft of racing specials based on the Mini, but lighter still. Thanks to Issigonis hanging pretty much everything off a couple of subframes, you can simply take all those mechanicals and transfer them into a lightweight shell.

OK, that's oversimplifying it, but Jem Marsh and his Wiltshire-based cohorts were not alone in following the formula, and the fact that you can still buy a brand-new example today from Rory McMath's Marcos Heritage outfit illustrates how successful it was.

Addicott's car, which was shown at the Racing Car Show in 1964, had been planned to be aluminium but was eventually built in steel. The car was so well received that Addicott wanted to put it into production as a GRP-bodied kit, for which he turned to Jem Marsh for assistance.

Almost inevitably the pair fell out, Marsh deciding to make his own car (the Mini Marcos), while Addicott sold the DART (Dizzy Addicott Racing Team) on to Jeremy Delmar-Morgan for £750. Delmar-Morgan based his Mini Jem on it, a project then picked up by Robin Statham and, when his company Fellpoint fell over, by High Performance Mouldings, which was just down the road from Marcos.

Like the Jem and the Kingfisher Sprint that appeared in the early 1980s, as well as the Midas Bronze (which succeeded and reinterpreted the Marcos), Marsh's car used plastics. Making its official debut at the 1966 Racing Car Show – even though it had already raced nearly six months earlier – the Marcos' sub-£200 price-tag was exceedingly low. Coupled with some giant-killing race success (see p114), sales were strong for such a niche product. Through six barely discernible variants, the Marcos has carried on erratically ever since, with up to 1500 kits and cars thought to have been sold.

Think Caterham on a smaller scale. And it is hard not to think of Caterham because all the DART derivatives share that oneness between driver and machine and all have endured against the odds. That's because – whatever the marketing men tell us and however much manufacturers now try to detach the driver from the actual driving – there has always been a group of enthusiasts for whom the joy and exhilaration of such cars will overcome all obstacles. Like the Caterham, these cars have refused to die.

That's not to say that they haven't had a few lengthy catatonic episodes, but the fact that generation-old kits are still being made up and





new examples are being bought speaks volumes about their enduring appeal.

This car – just out of a meticulous build by Peter Bremner and freshly purchased by arch-eclecticist Philip Joice – is a prime example. The slide-down glass windows, exterior hinges and other features hallmark it as an early shell (though not a Mk1), but some of the finish does not. There is a reason for that: the pre-build intention was to take it racing and that means that its originality was compromised for the small practicality of staying alive. As a result, period pieces such as the dash-mounted mirror and the doorpulls make uneasy bedfellows with the modern internal doorhandles, hi-fi and Metro stalks. Such expedience also adds racing seats and harnesses, plus a rollcage, all of which give a great deal of confidence.

In fact, only the deafening, high-pitched bleeping when indicating needs to be disabled pronto, purely on annoyance grounds. Yes, I know precisely why it is there, but that wouldn't stop me taking an axe to the dashboard to kill it.

Even so, given the model's longevity and continuity, such things don't seem so great a crime in a Mini Marcos, especially one built for competition use. These were always kits, parts-bin specials for the hard-up to go racing. Why should they be any different now? Besides, the driving experience is pure 1967.

The first surprise is how roomy the interior is. There is loads of space in the passenger footwell, a little less on the driver's side, but with two cubbyholes on the dash (and no contrived rear seat, as in some variants), it is pleasantly comfortable. The central binnacle tells a story all of its own. Two familiar Smiths dials herald its roots, while the kill switch and fuel-pump switch signpost this example's racing purpose, making the lack of a rev counter all the more bizarre. The rollcage is pleasingly unobtrusive, though you suspect that the hampered visibility would be excellent without it.

There is no need to prime the engine before start-up, but you do need to be on your toes to catch it when it fires. When you do, it quickly settles into an eager, busy thrum. Grab the high gearlever, slot it into first and you'll need to give it a fistful of revs to get it moving. After that, unless you are braking, your right foot pretty much stays flat to the floor.

The short-travel throttle is just like any Mini, but the pedals hang very low. What would be a slightly awkward offset for the brake is compensated for by the pedal being twisted towards the throttle. Clutch operation, rather than being by toe or sole, is by heel. You rest your foot on the floor, effectively wedge the pedal under the heel

of your shoe and then just rock your foot to deploy it. It's not heavy, but you are well aware you are working it.

The gearchange has that familiar gappy feel, but is slightly more taut. It might not seem that great to anyone uninitiated in Minis, but it's plenty good enough, and positive if you know what to expect and how to treat it.

You sit below the sill line and, because the Marcos is so roadhugging riding on its 165/60 R12-shod Minilites, that means your bottom is only just off the tarmac. You therefore feel every nuance, especially on the uneven B-roads where we tested it. Yet, despite the bumpy ride, it feels solid and, perhaps thanks to the rollcage, there is very little in the way of flex.

At manoeuvring speeds, there is no hint of this car's greatest feature. When you are hauling the wheel round at walking pace, there are few clues as to how you will be able to flick the tiny three-spoke Mountney in your hands at speed.

It really is fantastically direct, one of the nicest-steering cars ever built. It feels strong and purposeful, taking corners brilliantly, with barely any roll as the negatively cambered front wheels swivel at the car's extremities.

Overall performance is electric, like a

Le Mans success

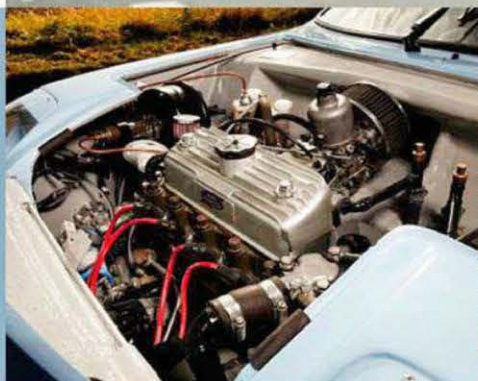
No wonder the little Mini-based car generated such interest. In just two forays to the world's most famous endurance race, it chalked up stats to melt even the most steely heart. In 1966, the French pairing of Claude Ballot-Léna and Jean-Louis Marnat piloted a Mk1 to 15th (and last) overall at La Sarthe; it was the only British car to finish. Using a Cooper 'S'-spec engine, they averaged 90mph over 258 laps.

In 1967, Jem Marsh – who admitted that he initially distanced himself from the previous year's French effort until he saw how successful it was – fancied a crack. Partnering Chris Lawrence in a Mk3 (below left, during April's Test Day), they retired with oil-pump failure, but not before reputedly recording an unthinkable 141mph down the Mulsanne Straight. It was an astonishing feat for the car

to even be on the grid, however. After a protest from the first reserve, the ACO authorities took against the height of the windscreen, saying it was too raked, and threatened to exclude the car. They didn't count on the determination of the team, who modified the bodywork overnight to fit a taller 'screen!



Clockwise, from main: Marcos corners incredibly well, with superb steering; sparse interior hints at competition use; familiar A-series powerplant; two great names together



'ON FLAT ROADS AND WHEN IT HAS GATHERED MOMENTUM, THE MARCOS REALLY FLIES'



From main: Elliott even warmed to the truncated tail during his time with the car; low-slung profile shows off the minimal overhangs; owner Philip Joice; neat compartments behind seats for battery and spare wheel



Mini but so much quicker – and feeling even more so because you are aware of how much lighter it is. You're changing up to fourth at 70mph, and that's way short of using all the revs. Zippy just doesn't seem a strong enough word because, on flat roads and when it has gathered momentum, it really flies. So, how to describe exactly how this car moves? 'Scuttle' is the word that springs to mind. And not scuttling like some everyday earthly insect, but like something from a sci-fi horror movie, a weird alien cutesie that makes you go "aaah" before ultimately growing into something altogether more aggressive.

As a driving experience, then, it's all positive. But what about those looks? Personally, I am fine with the Marcos' styling. It doesn't scare, intimidate or repulse me, as it seems to some. I'm not sure the missus would warm to it if I used it as a daily driver (and you could, thanks to the practical rear hatch), but I think that something so tiny in profile, so low and with so little overhang is kind of sweet. Raised bonnet to accommodate the A-series, jutting jaw, full-nappy rump and all. There's even a certain delicacy to the rear, despite the harsh docking of the tail.

Besides, this example is so beautifully, thoughtfully built – from the bezel window catches and the centrally parked wiper to the tennis balls that go in the door jambs to wedge them open – that it could never truly be ugly.

Plus – I have said it before, but it bears repetition – nothing jinks around a roundabout as swiftly or with such aplomb as a Mini Marcos. And few, if any, road cars enable you to carry the same percentage of your speed through mild chicanes and esses while leaving you grinning maniacally. For that alone, the Mini Marcos should be forgiven anything.

Stars of the small screen

"Lights... camera... action!" Director of photography **Andrew Roberts** gathers his favourite automotive leading men and cameos from ITC's cult TV series

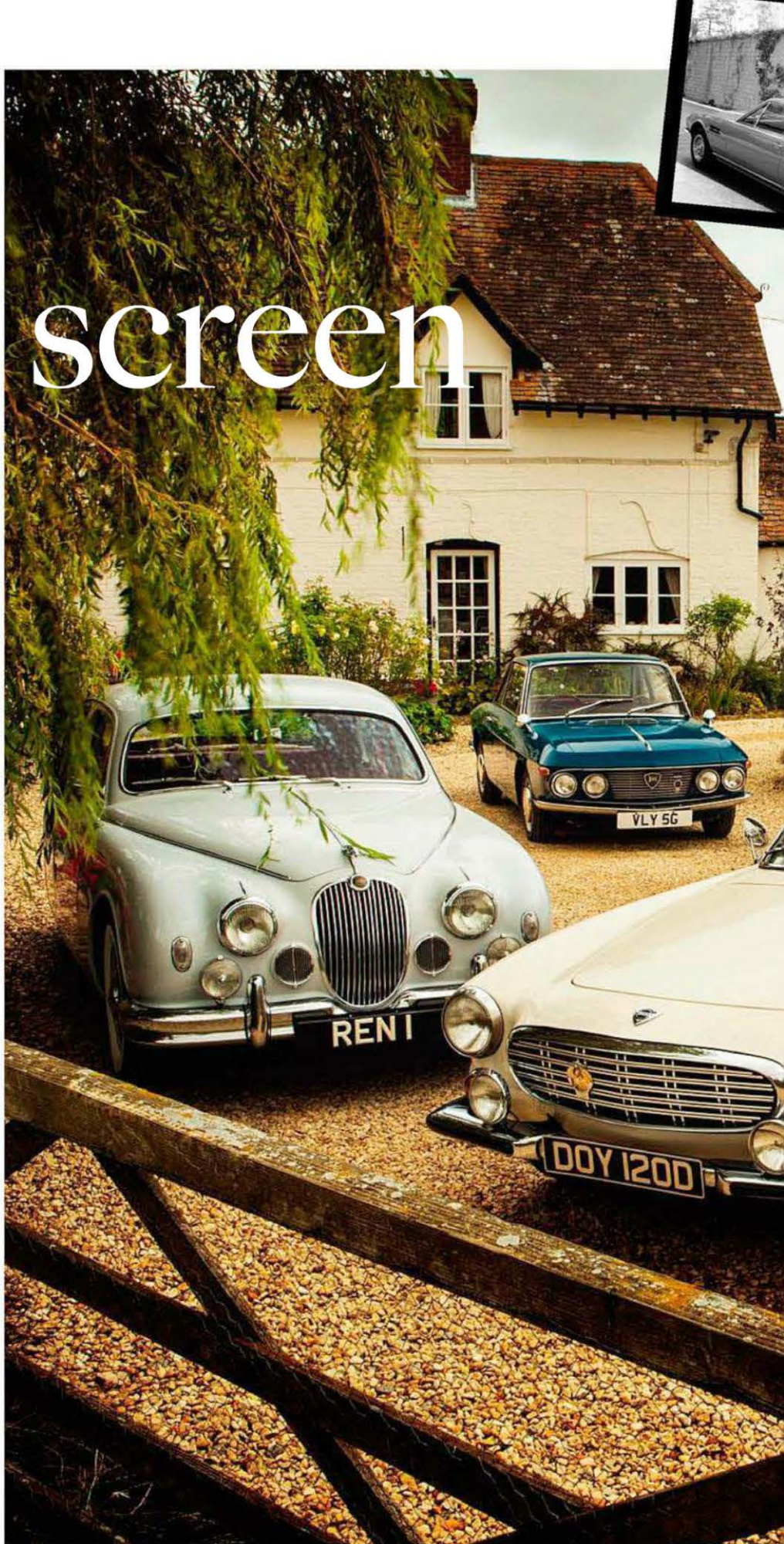
PHOTOGRAPHY **TONY BAKER**

It's a seemingly innocent country house somewhere in Oxfordshire, but one that could be hiding any combination of sinister villainy. They may be swarthy and fez-wearing (George Pastell, Paul Stassino), mid-European and sneaky (Vladek Sheybal) or Oriental and generally scowling (Burt Kwouk) – but whatever costume was assigned to them by Elstree Studios, they were never a match for Simon Templar or any other ITC hero.

The Incorporated Television Company was the British firm that for nearly 20 years specialised in making one-hour shows celebrating international men of mystery. The archetypal ITC lead would be a square-jawed type who would undertake virtually any job, in any location, as long as it involved meeting a female guest star who favoured heavy mascara.

Hyper-critical viewers may have noticed how the same bit-part players, wearing the same suits, would appear from week to week, or how 'over-seas location' footage was either driving on the wrong side of the road in Hertfordshire (foreign) or some palm trees in a discreet corner of the studio car park (Commonwealth). But when ITC's version of *The Saint* was first screened in October 1962, it set the template for much that was great in British television – an impossibly suave figure who frequented mocked-up casinos, generally lived a life of low-rent glamour and drove a most splendid motor car.

These machines are a potent reminder of a lost world of heroes who would continue to chain-smoke even as they were being beaten senseless, and when with polish, experience and verve, the studio car park really could be transformed into a place of 'international glamour'. In the immortal words of ITC supremo Lew Grade: "All of my programmes are great. Some of them are bad, but they're all great!"





Other ITC greats, l-r: Roger Moore's *The Persuaders* Aston (plus Tony Curtis' *Dino*, far right); Jason King (Peter Wyngarde) with *Department S* Bentley S2; *Prisoner* Patrick McGeehan in Moke; *Return of the Saint* with Ian Ogilvy's XJ-S





From top: sportiness and sophistication, perfect for Simon Templar; Moore drove an 1800 off-screen; later car got Minilites; stylish cabin; sturdy 'four'

Volvo 1800S

THE SAINT, 1962-'69

As the story goes, Jaguar's refusal to supply an E-type was famously Volvo's gain; within a week of ITC's request, a London dealer had delivered a Jensen-built P1800, 71 DXC, for use in the first episode of *The Saint*. ITC was also provided with a mock-up for those all-important interior shots (also used as the cabin of the DB5 in *Goldfinger*). Clever use of post-production dubbing added an even more thrilling exhaust note.

In the late '50s, Volvo was seeking to enter the sports car market and Helmer Petterson, who had styled the PV444, convinced company chief Gunnar Engellauth that the new car should be penned in Italy. The resulting P1800 sported Frua coachwork on a short-wheelbase version of the Amazon floorpan, powered by a new 100bhp, 1.8-litre engine. Volvo's lack of factory space meant that early P1800s (1960-'63) were built at the Jensen plant in West Bromwich.

By 1963, *The Saint* (and, off-screen, Roger Moore) was driving the Swedish-built 77 GYL, but for '65 a radical change was effected in *The Case of the Frightened Inn-Keeper*: international rotters blew up Templar's car. Fortunately, he'd taken delivery of a new 1800S ('S' for Sweden) by the closing credits and by '66 the car had gained some stylish eight-spoke alloys. For '67, Simon Templar drove a facelifted Volvo, with a second example being provided for Moore's own use.

When the final episode, *The World Beater*, went out in February 1969, ITC had made 118 shows aired in more than 80 countries, achieving sales of £350m-plus thanks to Moore's eyebrow-raising heroics and his Volvo. An 1800S offers looks, practicality and a sense of glamour, but it will be forever associated with defending the free world and, in a moment of TV gold, ridding Wales of mutant killer ants: *The House at Dragon's Rock* is essential viewing.

Thanks to Volvo EC: www.volvoenthusiastsclub.co.uk



Gordon Hunter

Though "slightly too young" to recall *The Saint* in its heyday, Hunter remains both a devotee and a renowned expert on the 1800 series. He regards the Swedish-built cars as much better made than the early Jensen models – "Volvo made its international name on quality" – and reckons that the 1800's TV fame introduced its virtues to potential buyers worldwide.

VOLVO 1800S

Sold/number built 1963-'69/23,993

Engine ohv 1780cc 'four'; 108bhp @ 5600rpm; 103lb ft @ 3800rpm

Transmission four-speed manual, overdrive, RWD **Suspension** wishbones, coils, telescopic dampers, with rear Panhard rod

Steering cam and roller **Brakes** disc/drum

0-60mph 13.2 secs **Top speed** 104mph **Mpg** 24

Price new £1836 12s 9d **Price now** £15,000



From top: superb balance for an early front-driver; compact V4; classy trim. Inset: Annabelle Hurst (Rosemary Nichols) with her racy Italian Coupé



David Honeybun

The owner of European Classic Cars was influenced by his first sighting of a Fulvia Coupé: "I was at college and it made such an impression on me." He has owned this Coupé since 1986 and regards the Fulvia as: "A total classic. The Series 1 was lighter on the controls than the Series 2, and it is just a wonderful car under all circumstances."

LANCIA FULVIA COUPÉ

Sold/number built 1964-'76/134,035

Engine sohc 1298cc V4; 87bhp @ 6000rpm; 84lb ft @ 4500rpm **Transmission** four-speed manual, FWD **Suspension:** front independent, by wishbones, transverse leaf rear dead axle, semi-elliptics, Panhard rod; anti-roll bar f/r

Steering worm and roller **Brakes** discs

0-60mph 11.9 secs **Top speed** 103mph **Mpg** 27

Price new £1661 18s 4d **Price now** £8000



Lancia Fulvia Coupé

DEPARTMENT S, 1969-'70

When a case proves too baffling for the minds of Interpol, they turn to the talents of an American in a brown suit, a suave African diplomat, a lady in a mini-skirt and a fop in velvet pantaloons – *Department S*. One of ITC's most enjoyable series benefited from some imaginative plot lines, a theme tune almost as groovy as *Man in a Suitcase*, plus the magnificence that is Peter Wyngarde as Jason King.



Naturally, it takes a special car to distract from King's Bentley S2 saloon by James Young, but the Fulvia

Coupé used by computer ace Annabelle Hurst just about manages it. In the sixth episode, *The Man in The Elegant Room*, the Lancia is even used to monitor a red E-type roadster.

The Fulvia saloon was launched in 1963, only the second Lancia with front-wheel drive and powered by a narrow-angle 1091cc V4. This did not result in blistering performance, but the following year came a 71bhp twin-carb option and in 1965 Lancia unveiled the Fulvia Coupé, designed by Pietro Castagnero. By then the Berlina's engine had been enlarged to 1216cc and in 1967 the base unit was 1298cc.

In '68, *Motor* described the Coupé as a classic and to see a rare survivor is to confirm the accuracy of this opinion. It is a tourer built to convey a small family with speed, verve and aplomb, to the musical accompaniment of the V4 – a car that surpasses even King in sheer elegance.

To the average *Department S* viewer, settling down to a supper of fish fingers in his Wimpey-built semi, the idea of an Italian 2+2 with aluminium doors, bonnet and boot was impossibly glamorous beside his five-year-old Cortina. The Lancia also helped to distract from the fact that most of the exotic locations were courtesy of the World Background Film Library.



Thanks to ECC: www.europeanclassiccars.co.uk

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From top: Barrett's Alfa was an unusual choice; SS still has capacity to wow today; stunning Bertone detailing; sporty interior; willing 1570cc twin-cam

Alfa Romeo Giulia SS

THE CHAMPIONS, 1967

This is the everyday story of three secret agents – Craig Stirling (US lead Stuart Damon), the lovely Sharron Macready (Alexandra Bastedo) and Richard Barrett (William Gaunt, aka 'The Other One') – with 'super powers'. In the gripping pilot the trio, all wearing their best black roll-necks, crash their Airfix plane in 'Tibet', only to be nursed back to health by a mystic. He bestows upon them the strength to hurl papier-mâché rocks at short-sighted villains; low-grade telepathy; even lower-grade mind control; plus the ever-useful ability to flick cups into a bin.

The car most associated with *The Champions* is Barrett's white '63 Giulia 1600 Sprint Speciale, the car used by Alfa Romeo to spearhead its '60s PR campaigns. To British and American audiences, any Alfa would have been exotic and the appeal of the Giulia SS is best encapsulated by an early UK-market advert: 'For the man who has everything, here is the car to keep him company... Expensive? Naturally! What else would you expect a hand-built Alfa to be?'

And expensive indeed it was, but what is mere l.s.d. when faced with an SS powered by that glorious engine with twin Webers, lightweight Bertone body and a five-speed 'box? The coachwork may not have been entirely suited to men of mystery with a larger-than-average stature, but the drag coefficient was a mere 0.28 and the

Giulia SS was far more exclusive than an E-type, with just 1400 made between 1963 and 1965.

The SS in *The Champions* was previously seen in *The Saint* because it was owned by the ITC producer Monty Berman. The show may feature an Outback skyline with wrinkles, European roads with Give Way signs and supporting actors with the thespian verve of a Vauxhall Viva, but this is of little import when Barrett is at the wheel of his Sprint Speciale. Or when he utters those famous words: "Craig... we're... different!"



Glyn Giusti

Giusti first tried to buy an SS when he was 18: "I was about to hand over £180 to a London dealer when a friend noticed that one side was totally rotten!" This example was acquired five years ago and is owned by his wife. "I believe that a classic car is there to be enjoyed," says Giusti. To that end, the SS is taken on holiday: "And just driven the way it should be."

ALFA ROMEO GIULIA SS

Sold/number built 1963-'66/1400

Engine dohc 1570cc 'four'; 112bhp @ 6500rpm; 98lb ft @ 4200rpm

Transmission five-speed manual, RWD

Suspension independent front wishbones rear trailing arms; coils, anti-roll bar f/r

Steering rack and pinion **Brakes** disc/drum

0-60mph 12 secs **Top speed** 124mph **Mpg** 23

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Looking at this lovely Mk1, it's hard to believe that ITC was willing to chuck one off a cliff (inset). Below: smallest XK unit still has 112bhp; olde-worlde charm

Phil Walters

Jaguar expert Walters came by this 1958 2.4 – “a piece of Coventry motoring” – in 2005. He has found that, although the teardrop shape is “purely for effect”, the Mk1 is as adept for everyday motoring as the Mk2. Walters also believes that the auto transmission is superior to the Moss manual: “It’s so smooth and makes the Mk1 more modern-feeling to drive”.

JAGUAR 2.4

Sold/number built 1955-'59/19,400

Engine dohc 2483cc 'six'; 112bhp @ 5750rpm; 140lb ft @ 2000rpm **Transmission** three-speed auto, RWD **Suspension: front** independent by semi-trailing arms, coils **rear** trailing links, radius arms, semi-elliptics; telescopes f/r

Steering recirculating ball **Brakes** disc/drum **0-60mph** 14.4 secs **Top speed** 101mph **Mpg** 24 **Price new** £1298 **Price now** £10,000+

Jaguar 2.4

MOST ITC SHOWS

When ITC was planning an elaborate stunt for *The Baron* (a square-jawed, Jensen-driving American antiques dealer in London battling with sunshade-wearing villainy), it was not interested in the fact that Jaguar's management had decided to broaden the model line-up in the early '50s. Nor was it concerned that 'Project



Utah' spawned the 2.4, star of Earls Court in '55 and Jaguar's first monocoque. Or that this model founded a 15-year dynasty of compact saloons. No, what it wanted was to drive a car off a cliff.



The Baron fans saw a white Mk1 out of control on Ivinghoe Beacon in the Chilterns, cutting to a second car careering down Zig Zag Road on Box Hill, Surrey. The sequence then moved to Betchworth Quarry, near Dorking, an automatic camera was placed in the Jag, and some spectacular footage was retrieved from the wreck.

It was an expensive scene, so no matter what car was chasing an ITC hero for the next decade it often transformed into a white Mk1. Additional scenes were later shot so the Mk1 could turn into a Mk2, an S-type or a Daimler before switching back and crashing, usually just prior to a close-up of George Pastell in regulation fez.

The 2.4 is such an enjoyable car that it is hard to watch *The Saint/The Baron/Randall & Hopkirk/The Persuaders/Jason King/The Adventurer* (ITC got good value from its stunt footage) without mixed feelings. By European standards, a Mk1 is by no means compact – it's larger than a Zodiac or a Cresta – but it is much smaller than a MkVII, with an elegance all of its own. And pressing the starter releases the finest sound of 1950s Britain this side of Lonnie Donegan's *Cumberland Gap*. If agents of an enemy power had to descend a cliff in a hurry, they could hardly have chosen a more *soignée* form of transport.



Thanks to Jaguar DC: www.jaguardriver.co.uk



Inset, top: Kenneth Cope (Hopkirk) and Mike Pratt (Randall) woo the ladies with their Victor. From main: FD still looks sharp; vinyl paradise; ohc 'four'

Vauxhall Victor FD

RANDALL AND HOPKIRK (DECEASED), 1969-'70

The pair of private eyes with a difference... one of them is dead! Yes, Marty Hopkirk is run over in the opening credits by a Humber, but returns as a white-suited and toupée-topped ghost to assist partner Jeff Randall. *Randall and Hopkirk (Deceased)* was the show that had it all: Edwin Astley theme tune, Annette André in some very small mini-skirts and glorious predictability.

Every week, Randall would be attacked by villains who obviously objected to his taste for hideous tan-leather jackets, or the fact that actor Mike Pratt had co-written the Tommy Steele song *Little White Bull*. Each week, Jeff would enquire why Marty could not remain dead like other ghosts. And each week, Jeff would grimly drive a white Vauxhall Victor FD 2000 as deadly back-projection attempted to overtake him.

If the series endures to this day, it is largely due to the chemistry between the leads and their mode of transport. When Vauxhall loaned ITC a press car in May 1968, they ensured its place in small-screen history – not that the fourth incarnation of the Victor lacked interest in its own right. When the FD was launched in late '67, it was acclaimed by *The Sunday Times* as 'British Car of the Year', and it was the UK's first mass-produced car with a belt-driven overhead-cam engine. The entry-level model could be had with a column-change 1.6, but an ITC hero obviously

merited the Victor 2000 with four on the floor.

Survivors of the FD are rare – Vauxhalls of this era do suffer from tinworm – and our test car is a wonderful reminder of the naughtiness of late-'60s Britain. Every detail of the 2000, from mockwood dashboard to Ambla upholstery, is quite perfect in its way. When this is combined with the FD's sharp styling and comfortable ride, it is truly a car fit for an ITC leading man... tan leather jacket notwithstanding.

Thanks to VFDR: www.vauxhallfdregister.co.uk



Chris Parsons

Parsons was first attracted to the Victor FD "by its looks" back in 1990. He bought his splendid example five years later, although in 1999 it suffered from "an argument with a lorry". The 2000 was laid up for the next 11 years, during which time Parsons bought several more Victors, before it was revived with new paintwork in 2011.

VAUXHALL VICTOR FD 2000

Sold/no built 1967-'72/198,085 (all FDs)
Engine sohc 1975cc 'four'; 88bhp @ 5500rpm; 109lb ft @ 3000rpm **Transmission** four-speed manual, RWD **Suspension: front** independent by wishbones **rear** live axle, trailing arms, Panhard rod; coils, telescopic f/r **Steering** rack and pinion **Brakes** disc/drum
0-60mph 15 secs **Top speed** 95mph **Mpg** 24
Price new £910 1s 6d **Price now** £3500





From top: Imp is a sparkling performer; steely star Bradford; 'Super' spec brings extra trim; Climax-derived unit; rear engine means a spacious cabin

Brian Sparks

Sparks has been an Imp man for nearly all of his driving life and, although he is very modest about his Super model – “it is by no means concours” – he derives great pleasure from using it. “By 1966,” he says, “Rootes had solved many of the early problems and it was a shame that the Imp’s image could not be recovered because it is one of Britain’s great cars.”

HILLMAN SUPER IMP

Sold/no built 1963-'76/440,032 (all Imps)
Engine sohc 845cc 'four'; 39bhp @ 5000rpm; 52lb ft @ 2800rpm

Transmission four-speed manual, RWD

Suspension independent, by swing-axles, coil springs, telescopic dampers

Steering rack and pinion **Brakes** drums

0-60mph 22 secs **Top speed** 78mph **Mpg** 35.5

Price new £565 17s 1d **Price now** £2000

Hillman Imp

MAN IN A SUITCASE, 1966-'67



Man in a Suitcase boasted arguably the finest theme tune in the history of UK television and starred the intense American method actor Richard Bradford as an embittered, chain-smoking former CIA agent in an ambitious attempt at a British *Marlowe* set in a world of Fine Fare supermarkets and mundane cars.



Being an ITC show, it had the obligatory 'Iron Curtain' episode – with a home-made border crossing in the midst of Black Park – but in the main this was a downbeat and surprisingly violent series.

Bradford drove a succession of Imps, one of them a 1965 Orchid Green ex-Rootes Group PR Rally Imp fitted with a 65bhp 998cc engine, but through 1966 and '67 he also piloted a brace of Imp De Luxes and a Singer Chamois along the mean streets of Pinewood Studios. In one of the best episodes, *The Sitting Pigeon*, great screen villain George Sewell refers to the Imp as “a heap of junk”, causing our hero to narrow his eyes and smoke even more furiously.

It's easy to see why ex-agent McGill was so attached to one of Britain's most underrated cars. The Super badge on this Imp denotes a carpeted floor and twin-tone horns, but the main appeal is one of the sweetest engines of any small British car, plus smoothly pseudo-American styling and any number of well-crafted features from the opening rear screen to the ergonomic instrument panel. There was also more than enough space for McGill and a trio of ITC's finest heavies, plus superb road manners.

The Imp's 13-year production run was ended in 1976, leaving behind memories of great lost opportunities – and the sight of an isolated figure driving his green compact through a misty London morning towards another assignment in one of ITC's best-ever programmes.

Thanks to The Imp Club: www.theimpclub.co.uk



'At 1350rpm, it's swatting modern hatchbacks aside'

In 1907, Wolseley decided to go motor racing and created this 100mph leviathan in double-quick time.

James Page climbs aboard for an exhilarating ride

PHOTOGRAPHY **TONY BAKER**



The dual carriageway that bypasses Horsham in Sussex is not ordinarily the most exciting stretch of road. On an Edwardian racing car, however, it's fabulous. And you do most definitely sit 'on' this 1907 Wolseley-Siddeley; once you've clambered aboard, your eyeline is almost 7ft off the ground. That gives you an imperious view down into modern cars as you go thundering past. It will rev to 1800rpm, but there's little point: at 1200rpm in top gear, there's enough performance to easily keep up with the traffic on this fast-moving road. At 1350rpm, the Wolseley is swatting hatchbacks aside, its 10-litre engine happily thumping away up front.

But while the car isn't working very hard, the occupants are. There are no screens of any sort to deflect the airflow and, because you sit so high, everything from your torso upwards gets battered by what feels like a solid wall of air. Owner Ken Prichard Jones had advised me to bring a full-face helmet so that we can give the car a proper run. Such is the force of the wind, it

feels as if that helmet is going to be wrenched off my head. Leaning forward to counteract its effect, you get a clear view of the spindly front wheels wobbling alarmingly.

Prichard Jones is working even harder. The Wolseley features open rear drum brakes that are operated by hand via a lever to his right. Next to it is the gearlever, which means that, in order to cover all your bases, you would ideally have two right hands. Slowing for roundabouts involves an initial pull of the handbrake and then skilful double-declutching down through the four-speed gearbox. He'd earlier described the required technique: slow and measured when changing up, feeding it in; pumping the clutch on the way down, revving the engine, waiting until you 'feel' it and then clicking it in.

Judging when to move your right hand between brake and gearlever is an art acquired only through years of practice. There's good initial 'grab' from the brakes, but more gentle retardation after that. They will apparently lock up in the wet, and can just about repeat the trick in the dry, but their overall efficiency rests mostly on how strongly the driver can pull the



With plenty of torque on offer, the Wolseley is impressively quick. Above: the rev counter reads all the way up to 1700rpm



lever. There is a transmission brake, operated via a pedal to the right of the centre throttle, but Prichard Jones doesn't like resorting to that because of its tendency to lock everything up.

This incredible car was originally built for the 1907 Coppa Florio. Wolseley's participation was a last-minute affair: on 1 July, an internal order sanction was issued for three cars to be constructed in order to take part in the race on 1 September. The event was to be held in Brescia, Italy, under the Kaiserpreis regulations. These meant that entrants had to use machines that were at least somewhat related to touring cars.

Wolseley therefore came up with a hybrid: the front half, including the axle, was from the chain-driven 45hp model; the rear end came from the shaft-driven 30hp. The result was that the rear track was 2in narrower than the front – 53in rather than 55in.

"It's a parts-bin racer," says Prichard Jones. "Everything was Wolseley but it was never a car that the firm put on the road. That's why it could produce the three team cars in three weeks. The only bespoke part is the chassis."

The trio of racers was taken to Brooklands in late July for testing. That led to modifications including lowering the scuttles and cutting louvres in the bonnets. The cars were then driven across Europe in convoy, arriving in Italy slightly later than planned on 10 August for three weeks of official practice. They were entered under the name 'Wolsit', which was the title of the company's Italian subsidiary.

Scrutineering appears not to have been the most rigorous of inspections, the Wolseleys being allowed to race even though they didn't comply with a number of regulations.

"The wheelbase is 5in too short," says Prichard Jones with a smile, "and the car's about a foot too low. Plus, it's almost certainly too light. One of the team cars – this one, in fact – had an 8¾-litre 'six'; the other two had 8-litre 'fours'. But we think the six-cylinder engine was closer to 10 litres, and the 8-litre cars were nearer 9."

The Coppa Florio was run over eight laps of a flat, quick circuit that was almost 38 miles in length. Prichard Jones' car – 'Wolsit 1', or works number 5531 – was driven by Jo Durlacher and was the fastest of the three Wolseleys. Having completed the first lap at an average speed of 60.7mph, Durlacher then overcooked it, crashing through a fence, over a bridge and ending up on a railway line. He survived but the car was badly damaged. The race was won by Ferdinando Minoia on an Isotta-Fraschini. Of the 34 starters, only 14 reached the finishing line.

Wolsit 5531 was recovered and taken back to the factory, where it was repaired. In June 1908, Wolseley sold it to John Frescheville Ramsden.

"He was an amazing character," says Prichard Jones. "He bought it so that he could drive from Piccadilly to his Cumbria estate, which was his main residence. The following day, he would drive up to his estate in Scotland. His mechanic, who rode with him, always timed his runs. After WW1, he drove Bentleys on the same route."

Frescheville Ramsden's second son, Sir William Pennington-Ramsden, inherited the title and married Veronica Morley. Her family

home was Biddestone Manor in Wiltshire. The Wolseley was taken there and converted into a game cart, which is how it remained until the late 1970s, when marque expert Arthur Thomas bought it. He removed the game-cart body, which is now being used on another Wolseley.

The car then went through various owners, occasionally being raced, before Prichard Jones bought it in 2002. "I've had to basically rebuild a lot of it," he says, "including the engine, the dampers and the gearbox. We replaced much of the woodwork, and we also went through the safety stuff – brakes, crack-testing everything – so that we were satisfied we could race it. The springs were fine, and I didn't strip the back axle. It's so strong, it'd take a Merlin engine to do any damage to that."

At some point, the engine had been replaced with a four-cylinder Simplex unit: "We don't know what happened to the original. I've advertised to see if anyone has a six-cylinder Wolseley

engine, but they haven't. I've bought a 1910 30hp engine from Canada, though – it was in the high commissioner's limousine. The car was a wreck but the engine was fine. It's in twin pots, cast in pairs. All I need to do is make a mould and I can cast an extra pair – then I've got my engine. It would fit in with no alterations."

Prichard Jones is not one for allowing his cars to gather dust and, since being put back together, 5531 has covered a lot of miles on public roads and racetracks alike. At sprint meetings, where times are recorded for the first 64ft, it's proved as quick off the mark as many modern sports cars.

"It's fabulous to drive," he says with a chuckle, "but it can be a bit of a handful. I've done a complete 360° spin at Silverstone. It was less about trying to correct it and more about hanging on for grim death."

"You have to be careful in the wet – if you're halfway around a corner and you apply the power, the torque takes you so quickly. You can destabilise it. Edwardian racers are astonishingly good, though, and actually I prefer driving them in the wet because they were built to slide on gravel roads. The steering wheel was more to correct what was going on rather than point you in the right direction. All the suspension movements are so much better when the tyres are breaking away slightly – it feels a little uncomfortable on tarmac with modern sticky tyres."

Not surprisingly, it attracts a lot of attention. Prichard Jones has fitted '1907' numerals to the rear-mounted toolbox to answer the question most often shouted across by other road-users. One of his most cherished memories, however, occurred when he took it to France in 2006 to take part in celebrations to mark the centenary of the first-ever Grand Prix.

"I came over a brow to see this long, long straight disappearing into the distance, with traffic going both ways," he remembers. "I crested the hill and pulled out to overtake a 'modern', and the traffic on either side moved across to the verges – it was like the parting of the Red Sea! I went steaming through, straight down the middle. Everyone was so enthusiastic." It's hard to see how anyone could fail to feel that way about this wonderful machine.

"I PREFER DRIVING IT IN THE WET BECAUSE EDWARDIAN RACERS WERE BUILT TO SLIDE"



From right: with a sturdy chassis, a vast engine and minimal bodywork, there's no doubting the Wolsit's purpose; external handbrake and gearlever; the car now features a Simplex powerplant





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WOLSELEY-SIDDELEY

Made/number built 1907/three

Construction steel ladder-frame chassis, wooden frame, aluminium and wood panels

Engine Simplex 10,000cc sidevalve 'four', two spark-plugs per cylinder, single Zenith carb

Max power c100bhp

Max torque c400lb ft @ 700rpm

Transmission four-speed non-synchromesh manual, driving rear wheels

Suspension semi-elliptic leaf springs front and rear, lever-arm dampers at rear only

Steering box with drop lever

Brakes 12in cable-operated open rear drums, plus transmission brake

Length 13ft (3960mm)

Width 5ft 7in (1700mm)

Height 5ft (1520mm)

Wheelbase 9ft 6in (2900mm)

Weight 3086lb (1400kg), fully laden

0-60mph n/a

Top speed c100mph

Mpg 8 (road), 1.5 (track)

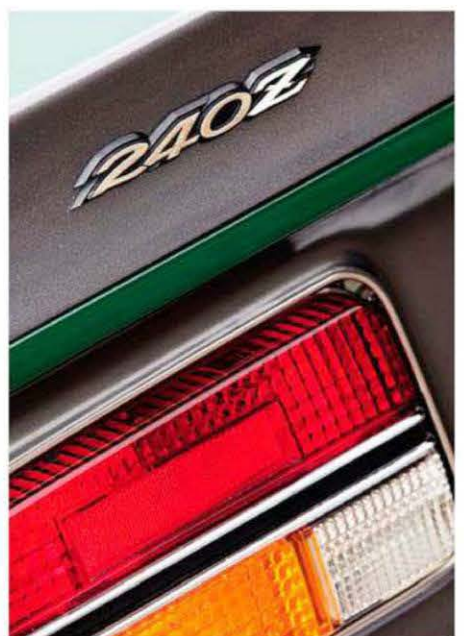
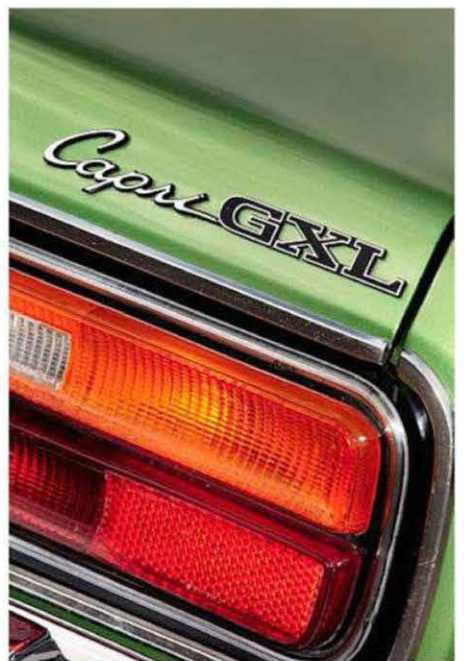
PUT A LID

As the 1970s dawned, maturing enthusiasts abandoned their soft-tops and looked for a more comfortable way to get their sporting kicks. **Paul Hardiman** chooses between six-cylinder coupés from Ford and Datsun

PHOTOGRAPHY JAMES MANN



ON IT!





From top: styling was an Anglo-American effort; spacious, airy interior; the Essex V6 powerplant delivers lazy power

The Datsun 240Z and Ford Capri must have looked very attractive in the wilderness of 1969, two years after the Big Healey had ceased production and 12 months after the demise of the MGC. By the time the ageing Healey 3000 MkIII gained wind-up windows, separate-chassis designs were passé and expensive to build, and car-makers had successfully been getting more experimental with folded metal. So you can have sporty looks, gruff six-cylinder power and a few creature comforts – including a steel roof? Go on, you know you want to.

Though the original Z was a two-seater, the Capri plugged the gap as a natural Big Healey replacement, succour for the middle-aged bloke who couldn't keep it in his trousers, and for whom a hard-top was a bit of light relief.

With the exception of Peugeot, which has always offered elegant coupé versions of its saloons and hatchbacks, few of the bread-and-butter manufacturers have attempted a standalone glamour model, a 'personal coupé' as the Americans liked to call it. For Ford, the Capri was a no-brainer: an attempt to recreate the roaring success it had enjoyed with the Mustang on the other side of the Atlantic. Nissan, too, could not ignore that market, for much of the Z's production run went to North America.

After the men from Dagenham and Coventry had enviously watched the Mustang's success, Sunbeam got there first with its Rapier, a sharp-looking pillarless coupé on Arrow (Hunter) mechanicals. Even Reliant beat Ford in the sporty 2+2 stakes, using its own engine in the Scimitar. What would be the Blue Oval's response? The Capri was the first car to come out of a new, integrated Ford Europe, the closer co-operation ordered by Henry Ford II. Its long-nose, trimmed-rump profile had been seen before on the big Harley Copp-styled Zephyr saloon but this was more successful, its wild



FORD CAPRI 3000GXL

Sold/number built 1969-'74/1,172,900 (all Mk1s)

Engine all-iron, pushrod 2993cc V6, one twin-choke Weber carburettor

Max power 138bhp @ 4750rpm

Max torque 172lb ft @ 3000rpm

Transmission four-speed manual or three-speed automatic, driving rear wheels

Suspension: front MacPherson struts, anti-roll bar rear live axle, leaf springs, radius arms, telescopic dampers

Steering rack and pinion

Brakes discs front, drums rear, with servo

Length 13ft 11¼in (4262mm)

Width 5ft 4¾in (1646mm) **Height** 4ft 4¼in (1275mm) **Wheelbase** 8ft 4¼in (2305mm)

Weight 2432lb (1103kg)

0-60mph 8.4 secs

Top speed 122mph

Mpg 23

Price new £1824

Price now £7500-10,000+



detailing pure 1969. Yet it was definitely a British effort, under the watchful eye of the parent company. America sent sketches by Gordon Mackray, one of which translated almost unchanged into the frontal styling. The recessed transom with Escort tail-lights was settled fairly early, but the rear window design with its rounded glass was finalised only at the 11th hour, giving the Capri its most distinctive feature that stayed with the model for life.

Basic styling cues, such as the length of the bonnet and the dummy side scoops, all suggested potency and power. Even the strange hockey-stick side moulding somehow didn't look out of place, though it would never have worked on the slab-sided replacements. But the Mk1's weird uniqueness of conflicting curves suggests a raw muscularity that only the V6 cars can properly back up with their blaring, off-kilter buzz.

The Z was a new departure rather than a straight replacement for the original Fairlady Roadster, which was, in effect, a Japanese copy of the MGA and B. For years the design was attributed to Count Albrecht Goertz, then working for Yamaha, but in reality it was styled by a team led by Yoshihiko Matsuo, head of Nissan's Sports Car Styling Studio. The Z's inspiration may well have been the Toyota 2000GT of 1965 – which it superficially resembled and which has also been attributed to Goertz – though that Yamaha collaboration was

only ever made in small numbers.

Both of these cars look best from the rear three-quarter angle, though the Z has a shark-like sharpness at the pointy end, in contrast to the Capri's slightly bluff front. And, while the latter runs a bit of good old

From top: Z feels more responsive than Capri; stylish interior features deep-set dials; triple Webers on uprated engine



Ford negative camber at the front, on the Z it's the rear wheels that tend to lean inward at the tops. The Capri's a good 6in longer, too, despite its V6 being shorter than the Z's bulky straight-six, which means there's a lithe sleekness to the tightly wrapped Z that's absent from the Ford, though it's only 60kg lighter.

The Capri's wheels are the sculpted steels that superficially resemble Minilites; earlier cars had Ro-Styles. The Datsun always came with steels, covered in lurid silver-edged black plastic wheeltrims. Most owners discarded these and changed to alloys, though these period items are now highly sought-after.

There's a lot of parts-bin engineering in both of these cars. The Capri is mostly Mk2 Cortina underneath, but with clever staggered rear dampers to combat axle tramp, the same wheel-base as the Corsair and an Escort steering rack (and tail-lights on the Mk1s); the Z uses Laurel front suspension. Both are powered by existing engines, the 240Z employing the seven-bearing lump from the Cedric. This handsome and imposing alloy-head 'six' uses the Mercedes system of operating two rows of valves by rockers under the single central overhead camshaft. The design was later copied by Ford for the Pinto, which eventually went into the Capri in 1974 to replace the V4 (itself more or less two-thirds of its bigger brother). Ford's pushrod V6 is so compact as to be almost invisible, buried well back in the spacious engine bay under air filter and ancillaries. It first saw life as a 2½-litre unit in the MkIV Zephyr Six in 1966, an extension of traditional Ford practice. The only real innovation, apart from the layout, was the use of a fibre timing gear



DATSUN 240Z

Sold/number built 1969-'78/531,601 (including 260Z and 280Z)

Engine iron-block, alloy-head, sohc 2393cc straight-six, twin Hitachi single-barrel carburettors

Max power 151bhp @ 5600rpm

Max torque 146lb ft @ 4400rpm

Transmission four/five-speed manual or three-speed auto, driving rear wheels

Suspension: front MacPherson struts, anti-roll bar **rear** Chapman struts

Steering rack and pinion

Brakes discs front, drums rear, with servo

Length 13ft 7in (4135mm)

Width 5ft 4in (1626mm)

Height 4ft 3in (1283mm) **Wheelbase** 7ft 7in (2305mm)

Weight 2302lb (1044kg)

0-60mph

8 secs

Top speed

127mph

Mpg 21

Price new

£2690

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on the camshaft to reduce noise. It's heavy, though, a legacy of the plan to offer it as a diesel, which never reached the market place.

Both have claims to be 'world cars'. The Capri was made at Halewood, Genk, Saarlouis, Cologne and Homebush, Australia, and sold in the USA as a Mercury. The Z, though only ever manufactured at the Nissan Shatai plant in Hiratsuka and known in Japan as the Fairlady Z, was sold everywhere.

As befitted cars competing at the top of the prestigious coupé market, both are well equipped with, for example, six-dial dashboards – a carry-over from a time when people worried about oil pressure and expected their sports cars to give plenty of feedback. Each has a big, clear rev counter and speedo, plus smaller gauges for water temperature, oil pressure, fuel level and an ammeter. The last four are combined into two round double-dials on the Z in a three-row cluster at the top centre of the dash, Cortina 1600E-style. The Capri still reads amps at a time when Ford was moving to battery-condition gauges on hot Escorts. There's a 160mph speedo on the Z, a more realistic 140 for the Ford, and full marks for clarity on both.

The facelifted Capri, however, is let down by a dull plastic-wood dashboard, the architecture of which was carried through to the last 280s. They both, praise be, have the indicator stalk on the right, so you can indicate while changing gear, but secondary functions such as lights are on a row of push-switches on the Capri, where they'd already migrated to a stalk on the Z.

The Datsun's cockpit is more intimate: you feel as though you sit deeper, more tightly hugged by both seats and doors, peering down tunnels to the deep-set instruments. The choke is on the centre console, pre-dating the Rover SD1. And the view out is remarkably Stratos-like, with the top of the windscreen and roof intruding into your vision like a Bell helmet. The Capri feels spacious and airy inside in

GOODWOOD REVIVAL

A woman in a grey, belted, button-down dress with short puffed sleeves, white gloves, and a pearl necklace is walking towards the camera. She is holding a small black handbag. In the background, a man in a dark blue jumpsuit and a flat cap is walking away from the camera. There are several vintage cars parked in the background, including a silver one. The setting appears to be an outdoor event space with a wooden building in the background.

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The two coupés share a basic philosophy and outline, but would have appealed to different types of buyer when new



comparison, but, however thick and heavy the Z's rear pillars look, they're not intrusive.

By 1974, after 1,172,900 Mk1s had been built over just five years, the Capri caught up with the Z, receiving an opening rear hatch for the first time – just as, in turn, the Datsun caught up with the Ford and offered occasional rear seats in the 2+2 version; both cars lost some of their looks in the process. The Mk1 Capri makes do with less boot space than the smaller Escort (part of it is taken up by the fuel tank), and it's accessed via a narrow slot. The Z has a decent luggage volume that, though constricted somewhat by the rear strut towers, offers space for large squashy bags and comes complete with Ferrari/Aston-style hold-down straps. Both have excellent access to the engines beneath long bonnets; on the Z the fluid reservoirs and battery are under separate secondary flaps, and a lead lamp comes clipped to the right inner wing as standard.

With their muscular styling and eager-sounding powerplants, these coupés promise much. The Datsun wants to rev – the factory recommended a 7000rpm maximum. That would have meant rods in the sky for the Essex V6, a loose-sounding animal that doesn't want to know much about anything over 5000rpm and is redlined at 5800. The Datsun starts to pull hard at 4500rpm, and by 5000 its straight-six wuffle has been topped by a glorious yowl that gets sharper the higher you go. The Capri rumbles, sounding more dangerous and deranged the harder you push it. But its torque makes up for the lack of revs, more than the subsequent 2.8 injection models, and it's faster than it feels, its taller rear-axle ratio compensated for by the Z having larger 14in wheels, which these days are easier to get decent rubber for.

It's easy to wrong-slot the gears in the Datsun's narrow five-speed gate – a four-speed manual was available, as was an automatic option. The manual Capri suffers none of that, its rod-change four-ratio 'box having a longer, heavier

Meet the owners



Mike Foreman has been collecting Capris for 12 years, finding it the perfect

antidote to his day job buying and selling hatchbacks. He currently has 12, spanning all engines and types – which was handy when the brake pedal on his '71 3000E went to the floor the night before our photoshoot and he was able to bring along his other 3-litre Mk1, a GXL auto. "It hadn't run since 2007," he said, "but it fired up and drove here perfectly."

"THE CAPRI HADN'T RUN SINCE '07 BUT IT FIRED UP AND DROVE HERE PERFECTLY"



Dean Halsey owned a 240Z when he was younger: "I was 19 or 20, and it broke me – I had

to pay the insurance in instalments. Like a lot of people, though, when you have a bit of money you go back to it." In Halsey's case, that was just over 25 years later. He's owned this restored car for three years. It's cared for by Fourways Engineering and has a modified engine but the original is crated up, as are those precious dustbin-lid wheeltrims.

throw than either the Datsun or the famed single-rail unit that you can find in Escorts, Cortinas and smaller-engined Capris. On this automatic version, of course, you simply leave it in 'D', yet manually holding the gears shows that the V6 will rev past 4500rpm – even though it tries hard to convince you that it doesn't want to. There's little point in exploring the upper reaches of the thrashy powerplant; you're better off letting the torque do the work.

Being nose-heavy, they both have an initial tendency to push the front into corners, though they can be tightened up with a bit of throttle to make them bite better, the Capri needing more of a stab. The Ford has a tendency to spin its inside rear wheel before the tail snaps sideways – a limited-slip differential wasn't standard until the 2.8i Special – while the Z is more responsive, taking mid-corner attitude adjustments much better on its all-strut suspension and generally being lighter on its feet.

This particular car has received some engine upgrades so its reactions are more pronounced, but the chassis handles the extra power well. As far as brakes go, the Datsun's are considerably sharper, the Capri's feeling slightly dead in comparison, offering merely adequate retardation and a somewhat delayed response that follows a dip of the long nose. "Typical Capri brakes," says owner Foreman.

Overall, the Datsun feels the more considered piece of engineering, with a sophisticated make-up and thoughtful touches all round, while the Capri seems engineered to a price. Nissan was feeling its way and needed to impress in an unknown new market; the robust Ford was built simply to do a job. The British coupé is a solid institution but it's the Z that stands out as the car that broadened the image of Japanese vehicles beyond their econobox models.

Thanks to J Clubb Ltd, Nepicar Sand Quarry, Wrotham Heath, Kent

Show-stopper

Martin Buckley is captivated by a 6C-2500 Villa d'Este Cabriolet, an Alfa Romeo so glamorous that it was named after one of the world's most exclusive concours

PHOTOGRAPHY JAMES MANN





Conceived in the 1930s and built through to the early '50s, the 6C-2500 is the Alfa Romeo that filled the void between the exotica that made the firm's reputation and the all-new mass-production models that would make its fortune. It is a car that tends to confuse those who attempt to glibly pigeonhole it; clearly steeped in the cost-no-object values of the Jano era, the post-war 6C was also rationalised just enough to sell in respectable numbers. It was a popular choice not only to the usual slew of film stars, royalty and industrialists, but also with the anonymously wealthy buyers who still respected the name. It kept the Alfa flame alive while the great firm picked itself up, dusted itself down and made its grand schemes for the future.

With a production history punctuated by a World War, the lineage of the model is unwieldy to pin down, but you can trace the bloodline directly to the 1934 6C-2300, a car that, even at the time, was decried as a sign of Alfa's falling standards. In reality, it was just a change of emphasis: straight-eight supercars and Mussolini-funded Grand Prix glory was all very well, but Alfa had lost its focus as a maker of road machines. What it needed was a car that it could sell to ordinary well-off motorists in respectable quantities and perhaps even make some profit.

In any case, Vittorio Jano's last road-car design for Alfa was not exactly dumbed-down: with trailing arms at the front and swing-axes on longitudinal torsion bars at the rear – adjustable for camber – it was a car that showcased some of the most advanced technology you could find in the automotive world in the 1930s. And it was

way to the unitary 1900 of 1950), yet it was also the last of the bespoke Alfa Romeos that could be almost routinely ordered with a special body by Ghia, Touring, Pinin Farina or one of half a dozen smaller *carrozzerie*. These bodies were as likely to be hideous as they were often lovely – Ghia did some of the weirdest examples – but, at its best, the 6C's box-section chassis played host to some of the most progressively elegant bodywork around as the Italian designers began to sharpen their pencils and rethink the forms and proportions of the post-war automobile.

Some coachbuilders struggled to make the transition from the flowing lines of the 1930s to the fuller-bodied shapes of the late '40s, but Touring made it look easy with a chaste, understated and deceptively simple-looking 6C-2500 variant called the Villa d'Este. First seen in 1949 at the concours of the same name held on the shores of Lake Como (it was awarded the People's Choice prize), this variant appeared late in the life of the 6C-2500. Only 36 were built, all but five of which were short-wheelbase coupés.

This car is one of the four Villa d'Este four-seater Cabriolets built on the longer, 118in wheelbase; there was also one on the shorter frame. Chassis 918089 was delivered new in 1951 to Lichtenstein and then spent the rest of its life in South America until the collector Corrado Lopresto bought it, partly restored, at the Brooks Auction at Goodwood in 2000. It was a not-very-flattering red but today it is back in its original silver and blue livery; it was the only Villa d'Este to have duotone paint.

Handsome and aristocratic looking, if not quite so svelte as the original coupé, its hand-finished bumpers hug the bodywork, the long

'IT CONJURES AN IMAGE OF A SWARTHY ARTISAN LOVINGLY FORMING ITS ALLOY BODY PANELS'

really more than one model: by offering three different wheelbases and engines tunes – up to 95bhp in triple-carburettor SS form – it was a versatile design that could serve as a sober limousine, a glamorous cabriolet or a squat Berlinetta capable of winning races.

Sure enough, the 6C-2300 did sell quite well and, when its seven-bearing straight-six was enlarged to 2443cc in 1939 to become the 6C-2500, it looked set to sell even better had the war not intervened. In fact, Alfa kept making the 6C until 1942, mostly for the military as staff cars. When the first three civilian post-war 6Cs were assembled in 1945 from leftover components at the rubble-strewn Portello factory, it was a message to the world that the firm would not be content making roller shutters, window frames and cookers for much longer.

In Freccia d'Oro (Golden Arrow) form, the 6C-2500 was Alfa's first factory-shelled offering (with its body welded to its separate chassis, pointing the

Clockwise, from above right: simple, spacious interior is full of stylish touches – note the right-hand drive, a feature of most upmarket Italian cars through to the mid-1950s; a selection of controls is hidden behind a neat panel on the dash; 2443cc straight-six is a flexible powerplant





Clockwise, from main: Touring gave the pre-war 6C-2500 a contemporary look; a period show star; rear end tapers elegantly to the tail-lights



ALFA 6C-2500SS VILLA D'ESTE

Sold/number built 1949-'51/five
Engine iron-block, alloy-head, dohc 2443cc straight-six, triple Weber carburettors
Max power 105bhp @ 4800rpm
Max torque 152lb ft @ 3200rpm
Transmission four-speed manual, RWD
Suspension independent, at front by transverse and trailing links, coil springs rear swing-axles, longitudinal torsion bars; telescopic dampers f/r
Steering worm and wheel
Brakes hydraulic drums all round
Length 17ft (5182mm) **Width** 5ft 11in (1803mm) **Height** 4ft 11in (1499mm)
Wheelbase 9ft 8¼in (2954mm)
Weight 3000lb (1361kg) **Mpg** n/a
0-60mph 15 secs (est) **Top speed** 103mph
Price new n/a **Price now** £300,000



doors flow down under the sills and every well-judged curve conjures an image of a swarthy artisan lovingly hand-forming its alloy panels over the proverbial tree stump. The big Marchal headlamps sit in the ends of the wings like a 'modern' car and cooling air flows through the classic heart-shaped Alfa Romeo grille, the outline of which was established on the 6C-2500 series and, in various guises, has been used ever since.

Under the piano-hinged bonnet, the straight-six engine is a neat construction, long and deep with finned alloy sump and pleasing symmetry of the black boxes for the twin overhead camshafts. There is the bare minimum of ancillaries, all neatly presented: the fuel pump is driven from the front of the right-hand cam, while the dynamo takes its power from the back of the water pump. The radiator is deep, with shutters operated by a wax-filled thermostat.

The interior has an air of metallic severity that is typical of Italian cars of the '40s, but includes lots of pleasing detail when you look closer, such as the fake tortoiseshell finish on the indicator, cigar lighter and window-regulator handles, plus the large, handsome speedometer and rev counter that straddle the centre of the dash. If the materials look slightly indifferent in places, the workmanship is superb.

Controls for the lights, choke, starter and fuel reserve are hidden behind a hinged cover, presumably to thwart the light-fingered. The sunvisor hinges are ball-jointed and the rear-view mirror, with its Touring insignia, looks as potentially lethal in an accident as it is elegant in shape.

This is a roomy, sociable convertible. A trio of skinny Italians surviving on cigarettes and



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From above: Alfa corners tidily, but is happier cruising than it is being harried through the bends; comfortable rear bench – the release for the long, deep boot is concealed beneath the cushion; the Villa d'Este is a big car, but its size is masked by the duotone paint scheme

thoughtfully scalloped out to create more room for the rear passengers' knees.

The Villa d'Este seems like a clumsy car at first. The bonnet pokes out for quite a long way and it generally feels large and conspicuous among the modern Euroboxes, although nobody pays it much attention. Its massive 16in wheels look tall and narrow but the steering is heavy, so you shuffle and fight it a little at low speeds. This, and the restrictive lock, reminds you that this is a car conceived for a type of owner who paid someone else to drive if necessary.

The 6C-2500 marked the beginning of Alfa's love affair with the column shift. The left-handed lever does not initially seem the best feature of the car, with bottom gear towards the steering wheel and down, which somehow feels counter-intuitive for a column change. It took me 20 minutes to find top gear – away and up – but once I had it sussed I was whipping through the ratios. Other than a fair gap between third and fourth, they are smoothly engaged – synchromesh all through – and intelligently spaced for the sort of lusty acceleration expected

espresso could have sat abreast on the front bench seat, their comfort aided by a smallish transmission hump, although the strengthening sections for the Superleggera tubing do impinge slightly on footwell space. The backs of the front seats are

of an Alfa Romeo 60 years ago. It sounds animated, alive as it aspires through those odd-looking air cleaners on the carburettor trumpets, and feels stronger than its 105bhp suggests.

Before long, you begin warming to a car that promised to be something of a chore to drive. Cruising around the residential boulevards of an anonymous Milan suburb, the steering no longer feels all that hefty and, because you don't need to change gear that much, there is no need to make heavy going of the meaty floor-hinged clutch. The ride is soft and sophisticated but the 6C somehow feels solid on the road, and doesn't wobble or pitch. It is not a car to be casually flung around corners but, should you take a roundabout faster than might appear circumspect, there are no tricks hiding in the Alfa's 'Porsche Patent' swing-axles. It just scrubs off a little speed as it drifts out and there really is not enough power to do anything that feels remotely dramatic.

By Alfa standards, the steering is at the stodgy end of the spectrum – just a little too vague to be engaging – but I suspect rather better than most of its contemporaries. And the same could be said of the brakes; the big hydraulically actuated drums barely drew my attention.

The place of this car in the hierarchy of great Alfas depends on your perspective. The 6C-2500 is either the last of the 'proper' Alfas or an imposter that eschewed vintage-type thrills for the soft pleasures of the floppy column change, squishy bench seat and flashy white steering wheel. Either way, I liked it very much.

Thanks to Corrado Lopresto; Emanuele Bedetti of Touring; www.touringsuperleggera.eu



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1919 PIERCE-ARROW
MODEL 66 A-4 TOURER

Built for the famous silent movie comedian Roscoe "Fatty" Arbuckle for the price of \$32,000 in 1919. Only seven of the Model 66 A-4 survive today. Shown at the 2007 Pebble Beach Concours d' Elegance where she took First Place in Class B (Vintage 1916-1924). One of the most famous Pierce-Arrows in existence.

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1947 TALBOT-LAGO T26 GRAND SPORT FRANAY COUPE

This Talbot Lago T26 Grand Sport has 2-seat coupe coachwork by Franay and is one of only eight built with the short chassis. The engine in this car is a 4.5 Liter with three carburetors. A complete restoration was performed in 2004. Completely original with all its original body panels, engine and chassis.



1949 DELAHAYE TYPE 175 SAOUTCHIK COUPE DE VILLE

This flamboyant Saoutchik was introduced at the Paris Salon Show in 1949. Tapered teardrop design accented by chrome sweep spears and two-tone paint that took over a year to build. Interior fixtures are plated in 14-karat gold and the doors are opened by a push button. Fresh from a two year complete detailed restoration.



1927 BUGATTI TYPE 38 FOUR-SEAT OPEN TOURER

One of Bugatti's favored coachbuilders, Lavocat et Marsaud of Boulogne, was responsible for single seat bodies, as well as this very pretty open tourer body. With beautiful wood trim around the seats and the split windows, this car is a stunning open tourer. In 2008 the engine was completely re-built, with no cost spared.



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1957 CHRYSLER/GHIA DIABLO CONVERTIBLE

1957 Chrysler/Ghia Diablo was considered the ultimate concept car design by Virgil Exner, (VP of design for Chrysler Corporation). The execution of the body was done by Ghia of Italy. This is reportedly the largest convertible made by Ghia in the 1950s and the 1960s. Just under 22 feet long.



1954 PACKARD MITCHELL PANTHER SUPERCHARGED CONCEPT CAR

This fabulous Packard concept car is the first of four built by the Mitchell-Bentley Corporation for Packard who used the car at auto shows across America. Don Mitchell's personal car and equipped with a 275hp McCulloch supercharged engine.

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1934 PIERCE-ARROW SILVER ARROW

This particular car has had a photo documented, body-off restoration done in the early 1990s. This car is powered by Pierce's new long-stroke 385cid straight 8 motor with 140bhp.



1929 DUESENBERG MODEL J MURPHY CONVERTIBLE BERLINE

One of the most correct and original Duesenberg Model Js. Still retaining its original frame, engine, firewall, and its original sleek, luxurious Murphy "Clear Vision" Convertible Berline coachwork as delivered by special order to L.H. McCormick in Chicago. A fabulous history including prior ownership by some of America's most important collectors.



1934 DUESENBERG J MURPHY LWB CUSTOM BEVERLY SEDAN

One of 12 Murphy Beverlys built and possibly the finest restored closed Duesenberg in the world. This car has been in over 10 Concours d'Elegance shows. AACA and CCCA National First Prize winner. Ownership history from 1934 to present is completely documented.



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1959 ROLLS-ROYCE SILVER CLOUD I MULLINER DROPHEAD COUPE

One of the most desirable of all post-war cars and one of the rarest, only 12 cars were built. This car has 47,924 original miles and took 2nd in class at the 1976 National Meet in Toronto, Ontario, 1st at the RROC National Meet in Newport, RI in 1980 and 2nd at the 1984 RROC National Meet in Lancaster, PN. It has received an extensive cosmetic restoration.



1938 ROLLS-ROYCE PHANTOM III SEDANCA DE VILLE

This Rolls-Royce Phantom III Sedan de Ville, Chassis No. 3CM61, is one of only two Phantom IIIs that were coachbuilt to this car's gorgeous specifications. To this day, 3CM61 retains its factory-delivered engine and original elegant coachwork, as well as exquisite, originally specified maple wood cabinetry, luggage and distinctive fiacre-style (caning) treatment of the rear-hinged doors.



1925 ISOTTA FRASCHINI 8A CORSICA BOATTAIL SPEEDSTER

In the early thirties, the owner decided to have the Isotta rebodied with a Corsica boattailed two-seater, as documented in Automotive Quarterly. Recently shown at Pebble Beach on August 19, 2012. Extensive documentation comes with the car.

SCOTTSDALE, ARIZONA

AUCTION DATES – JANUARY 13-20, 2013 | SALON OFFERING – JANUARY 19

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1968 SHELBY EXP 500 "THE GREEN HORNET"

Arguably the rarest and most desirable Shelby Mustang of all time. This incredibly significant piece of Ford, Shelby and muscle car history is widely publicized and documented. Being a double-prototype and an experimental platform for innovation and design, puts this Shelby into a class of its own. Fully authenticated...it is, as Carroll Shelby said "the one and only Green Hornet."



1971 PLYMOUTH HEMI 'CUDA CONVERTIBLE

Exceptional example of the most desirable Mopar Muscle car. One of the 11 original 1971 examples. One of two Canadian export cars. One of one in Violet (Plum Crazy Purple) HEMI 'Cuda Convertibles. It has the last factory assembled 426cid HEMI built in it. Never offered at auction before.

SCOTTSDALE, ARIZONA

AUCTION DATES – JANUARY 13-20, 2013 | SALON OFFERING – JANUARY 19

Register to bid on over 1,000 vehicles. Telephone, absentee and internet bidding options are available.

Left-hooker Jag is ideal for continental roads. Here co-driver Rob Warner takes a lakeside pause en route to Interlaken



Compact, punchy Varta restored power



New, smaller pulley gives charging at idle



Pitstop to change the carb banjo washers



Jaguar XK150

Run by Graeme Hurst
Owned since February 2005
Total mileage 69,397
Miles since August report 2084
Latest costs £68

ALPS BECKON FOR XK ON A CHARGE

Eleven years ago, my partner and I kicked off our move from South Africa to the UK with a two-week run around Europe. The 3000-mile trip included crossing the Alps, and I've long wanted to retrace our steps with the XK. The news that this year's Eurotour was to take place around Bern, Switzerland provided the perfect opportunity.

The list of 'must sees' grew as quickly as our excitement: the 2224m Susten, 2165m Grimsel and 2431m Furka passes; a drive through Interlaken; and, if we were brave enough, a blast east to the Stelvio. Oh, and a visit to the Somme and a stop at the Schlumpf (or Cité de l'Automobile to give it the proper name). Sadly, the ever-expanding distance calculations

– and the alarming conditions visible via a webcam – put paid to our Stelvio plans, but what remained of the journey still looked awesome.

First job before departure was to sort the battery, which was losing charge if the car wasn't used for more than a couple of weeks. CPC Batteries' Steve Thompson recommended a 52Ahr Varta C6 as having the biggest punch for its size – with my car packing a single 12V unit in place of two 6V items, I'm limited to using a small casing.

There was also an annoying blow from the rear of the exhaust's manifold-to-downpipe connection. I'd thought it was due to having customised a modern equivalent to fit last year, but it turned out that the pukka item had disintegrated. I then ended up sacrificing the 'good' one after applying too much force to disconnect the leaky flange. With that sorted I was able to crack on with the service, but changing the fanbelt resulted in the discovery that the dynamo-look alternator had play in the shaft. I returned it to maker Powerlite and technical boffin Jason Smith rang to tell me that the unit had lunched its bearings. I'm not sure how, because I'm always mindful of belt tension, but at least I'd spotted it. Smith also fitted a smaller pulley to allow the unit to charge at idle, something it hadn't previously done.

Fast-forward to the trip and, after some 600 trouble-free miles, we were in Bern for the 8am start



Fine selection at Oldtimer in Obwalden included Ghibli and another red XK, albeit a 120

of the 150-mile route for Day 1 of Eurotour (*Your events*, August), which included being part of the Oldtimer in Obwalden show in Sarnen. This diverse 600-car event was made even more enjoyable by its loose format, with classics parked on pavements or anywhere there was space, bringing the spectacle to the locals. Not something I'd expected in Switzerland. Likewise the price of petrol, which is cheaper than back home.

Just as well, too, because the XK developed a fuel leak, which I didn't notice at first because we were being engulfed in hydrocarbons while stuck behind Danish mate Anders Theil's Citroën 2CV as it lurched up a pass towards St Urban. When we blasted past, I quickly

noticed the stench of unleaded – plus the rapid descent of the needle on the fuel gauge. The reason was obvious when we lifted the bonnet at the side of the road and saw that the banjo fittings on both carbs had come loose, with the washers appearing compressed, despite the fact that I'd tightened them before leaving. Could this be down to the high ethanol content of continental fuel? Fortunately, I had a spare set to get us rolling again before the last of the tour had come past.

The next day there was another 100-plus miles of amazing scenery, both above and underground as it turned out, with a tour of an asphalt mine in Neuchâtel à Travers. Then, with the organised part of the trip over, we nipped back into France to



At magnificent Château des Monthairons



Warner denied full run at the Furka Pass



Swap the XK for an Aston, the shorts for a tux, and you could be in a Bond film. Sort of...

admire the world's largest collection of Bugattis in Mulhouse. We'd felt an annoying vibration on the way after a balance weight fell off one of the front wires, so I switched the wheels around in the car park before leaving the Schlumpf.

After that it was time for our assault on the Alps, with a 45-mile run to Weggis on the shores of Lake Lucerne. The following day our fuel dramas returned: when the tank was full and the car was cool, the neoprene gasket around the tank sender had started to leak, causing us to create a puddle of sticky bitumen in the car park. Not wanting to risk a debate on the costs of re-laying tarmac with Swiss officialdom, we hit the road – keeping the tank no more than half full – before tightening the gasket in a less public location.

Heavier-than-expected snow-falls meant that the authorities hadn't been able to clear the last few kilometres of the Furka, but it didn't detract from the experience and we were able to get within spitting distance of the top, then drive down again and attack it from the other side. Which simply doubled the fun as I tried to emulate the DB5 versus Mustang scenes shot on these roads for *Goldfinger*.

Mind you, it wasn't all about picturing myself as Sean Connery in pursuit of Tania Mallet in her '64½ Mustang. With the weather thankfully fine after a week of drizzle, there were plenty of kamikaze

tourists in hire cars and more than one lumbering Winnebago that we needed to circumvent. The twisty bits were also a challenge for the Jaguar's Moss 'box, which spent a lot of time in second gear to give the single-circuit discs a chance to cool on the way down. But the bits between – over the combined 55 miles we covered across all three passes – were simply sensational, with loads of sweeping bends and spectacular views. And plenty of unforgiving rock-faces to reflect the XK's sonorous exhausts.

With that Alpine highlight being only the halfway mark, there was lots of time left to revel in the performance and noise as we headed west via Lucerne before an overnight stop at Château des Monthairons, just outside Verdun. That gave us the perfect opportunity for a tour of the WW1 battlefields before another four hours' motoring back to Calais and the boat to Dover. By the time we'd made it home to the outskirts of the capital, the odometer was reading a smidgen over 2000 miles. Not quite as many as our original trip, but a hell of a lot more rewarding.

THANKS TO

- CPC Batteries: 020 8397 1813; www.cpcbatteries.co.uk
- Powerlite: 01384 261984; www.powerlite-units.co.uk
- P&O Ferries: 08716 642121; www.poferries.com



MG Magnette

Run by Alastair Clements
Owned since January 2010
Total mileage 6013
Miles since August report 790
Latest costs nil

STALKING SISTER CARS IN SUSSEX

Every time I buy myself a new toy (*Our classics*, November), an unfortunate consequence is that my existing favourites tend to take a bit of a back seat until the novelty wears off. Not that the Magnette has been ignored: it's been in fairly regular use for the commute and weekend family outings, most recently to enjoy the last of the Indian Summer at Polesden Lacey. It has, however, been left to struggle on with little or no TLC, save the rather-too-regular oil top-ups and a quick buff with a bottle of waterless wash ahead of our 30th-anniversary car park party – where I was delighted to see Geoff Pollard's twin for my car.

In fact, it has been quite a month for Magnette-spotting, the highlight being this year's Goodwood Revival Meeting. I almost didn't take the ZB this year, so enamoured

was I with my new purchase, but then happily remembered at the last minute that it was the 1950s grid for the ever-thrilling St Mary's Trophy saloon-car tussle, which was due to feature not one but two Magnettes. The pick of them for me was the fabulous (and fast) 'Bumble', which Evans' long-suffering mechanic mate John Hudson was fettling for the race. I was made up when he presented me with a supporter's badge to wear with pride. There was also another twin for mine in the GRRC display on the Lavant banking.

One bit of ongoing maintenance that I have tackled has been trying to stop the flow of water into the car – mainly through the wind-screen every time it rains. My dad's a keen sailor, and recommended the wonderfully named Capt. Tolley's Creeping Crack Cure, which he uses to seal leaking port-holes. After our Italian adventure (August) there were inch-deep puddles in the footwells, so it had quite a task ahead of it, and I was grateful for the coating of rust-proofing I unintentionally gave the car a year or so ago when the oil-pressure sender pipe burst. Capt. Tolley's functions by working its way into fissures then drying, and it takes a lot of patience – weekly applications have so far slowed but not yet stemmed the ingress.

More successful has been getting rid of a dose of Soggy Luggage Syndrome, courtesy of the bootlid seal parting company – cured by colleague Rob Pittaway and a can of spray-on impact adhesive.



You've got to love the Revival Car Show: where else does a Magnette sit so happily alongside a Cologne Capri replica?



Capt. Tolley's should eventually stop leaks



ZA racer 'Bumble' could inspire a repaint...



Tea for the tillerman: a nice cuppa at the Revival Car Show. Below right: with Talbot GO 52, brought to Goodwood track day by ex-C&SC man Ross Sharp



Land-Rover IIA

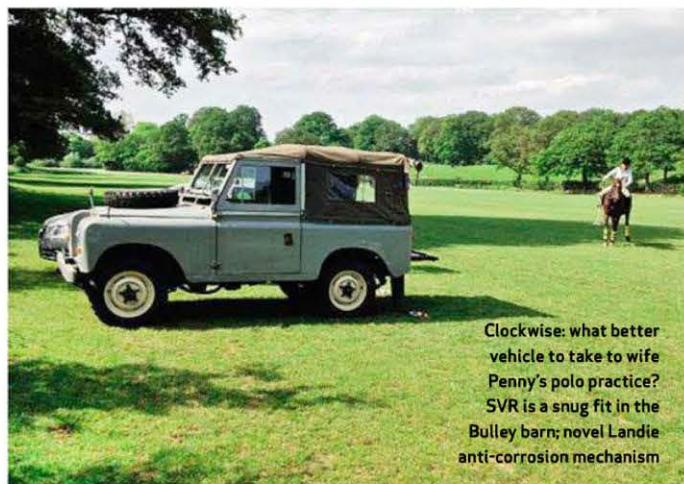
Run by Tim Bulley
Owned since March 2012
Total mileage 35,357
Miles since acquisition c1900
Latest costs £53

PUBLISHER LIVES BOYHOOD DREAM

The subject line of the e-mail read 'Your Landie'; I didn't need to open it to know the content and the inevitable outcome. Art editor Port was selling his 1969 Series IIA Land-Rover and he knew that I'd be a soft target. Within 24 hours, I was holding the keys and the logbook.

I'd wanted a proper Land-Rover ever since I was a boy and had been making noises about buying one after moving from London into the countryside several years ago. The birth of my two daughters put it on hold for a while, but now they were old enough there were no excuses.

Those of you who have read Martin's running reports will know the work that he carried out on the Land-Rover. You'll also know that he commuted from Thatcham to Teddington every day for almost two years, he took it to the Le Mans Classic and it never let him down. 'Quite frankly,' I thought in the way



Clockwise: what better vehicle to take to wife Penny's polo practice? SVR is a snug fit in the Bulley barn; novel Landie anti-corrosion mechanism

that men justify these decisions to themselves, 'if I don't buy this Landie then I'll never buy one.'

I explained to my wife Penny that it would deliver a better return over 10 years than our endowment policies. Employing slightly convoluted 'man maths' to justify the purchase, I said that this investment might help to pay off the mortgage. "I don't believe that for a minute," she replied, "but let's get it anyway. It'll be brilliant." So that's how I became the owner of SVR 35H.

That was back in March. Since then we've been all over the Surrey Hills finding remote spots to have picnics. It has been covered with Union Jacks at Jubilee street parties, we've been lording it with the gentry at the polo, parked it next to a famous pre-war Le Mans racer at Goodwood and have enjoyed towing modern 4x4s out of mud-soaked fields at the village fête.

My two girls, who are four and two, love it. I was worried that they might not like the noise and the bouncy ride but, just like all Land-Rover enthusiasts, they adore its earthiness and the adventure. The Landie has inertia-reel belts, which means their car seats are easily fitted so that they can ride up front with me. The result: I park up my modern on a Friday night and we use the Series IIA every weekend.

With all this use comes the inevitable fettling. First off was getting SVR into my 'garage', a ramshackle building dating from the 1700s. The two supporting beams were 190cm floor to ceiling; height of the Land-Rover – 193cm. But the beauty of a 300-year old barn is that the supporting oak beams are 2½ft thick, so it doesn't matter too much if you take an inch or two off with a chainsaw... does it? Job one done.

Job two: check all the fluids. I am

told that Series Landies are self-lubricating, in that you keep filling up the top and they keep leaking out of the bottom. You can tell when something needs attention because it stops dripping. I started with the swivel-pin housing. On Martin's recommendation, instead of using oil I used Britpart grease, which is much less leaky. Next were the steering box, diffs and transmission. Land-Rovers are like large Meccano sets, with big bolts that are easy to find and to get at. You pour in the EP80/90 until it comes back out of the hole and replace the bolt. Straightforward, but bloody messy. I then washed out the air



cleaner and replenished its oil bath.

There has been a lot to learn about running an old Landie, but I have thoroughly enjoyed it. One of the great benefits of buying it from Martin is Martin. He has been fantastic at helping and offering advice and doesn't groan too much at the Monday morning routine: "Martin, have you got two secs for a quick Land-Rover question?"

I thank him for that, but I suspect that he may secretly regret selling SVR to an over-enthusiastic bloke who sits next to him in the office.

The other chap I would like to thank is my friend Jono who is currently restoring a Series IIA that began its life in Ethiopia, but that's another story.

THANKS TO

● Hagerty Insurance: 08448 241130;
www.hagertyinsurance.co.uk



Valéry was delighted with the improved handling of her Silver Cloud after fitting Longstone's radial alternatives for just £92 + VAT

www.longstone.com Tel: +44(0)1302 711123



Plastic people unite: Port Scimitar, Elliott Elan and Philip Joisce's Mini Marcos celebrate the glory days of the British low-volume sports car industry



Lotus Elan +2

Run by James Elliott
Owned since March 2012
Total mileage 21,257
Miles since May report 2077
Latest costs £150

PERSONALITY AND VERSATILITY

Unbelievably, team trip to the Le Mans Classic aside, a countback reveals that I haven't written about my latest acquisition since introducing it in the May issue. This rather mundane fact is incredible because the car has been in near-constant use ever since I got it. Excepting a few weeks when it was stuck behind a broken garage door, but I'd rather not talk about that.

It isn't doing a massive mileage, but it has been my go-anywhere car and daily commuter for the vast majority of the past few months. This use has largely been so undramatic, however – and my forgetting to take photos so commonplace – that its exploits wouldn't have made particularly gripping reading.

Journey-wise, it's been to Goodwood (three times), to (and several times around) Curborough sprint

track when we gathered that huge batch of Elans to celebrate the model's 50th (C&SC, July), to Le Mans, plus a whole load of local forays. It is just a very practical car like that, equally ideal to hop into for an errand as it is for a longer jaunt.

The highlight was undoubtedly taking my dad and brother down to the Revival. It

was a bit of a squeeze for elder brother Mark, who at nearly 6ft tall is a giant amongst Elliotts but was assigned the back seat and claimed to have lost the feeling in his toes when we arrived in West Sussex. Dad also liked it, reminiscing about his own sports car-owning days, but did find that getting into and out of something so low by modern standards was a bit of a hassle.

Mechanically, it has been superb. The only major teething problem was the loss of the clutch a couple of times. Clearly a hydraulic problem. The advice from Paul Matty Sports Cars on hearing the symptoms over the phone was master cylinder first; if that doesn't work, try the slave.

The experts were right, of course. Having swapped the master on my old Elan (and knowing that it can be a fiddly job, with too long spent upside-down in the footwell), I roped in Port, we did it in a lunch hour and it seemed to do the trick.

Until the return trip from Le Mans, that is, when I lost the clutch



Elliotts Snr and Jnr get ready to enjoy their first Revival

in an interminable queue for the ferry. Because there was nowhere to pull over at Portsmouth, I coerced it into top and got to Guildford before a refuelling stop allowed me to look at it. The master was dry, but a top-up and a lot of pumping brought back enough for me to get home. A quick bleed the following day and it was as good as it ever was, so I assume that it had just boiled.

The other upshot from our trip to La Sarthe – which implied that the Lotus had a lot of problems, but there was never any danger of not making it – related to the tyres. After it got a puncture, Teddington Tyres advised that the sidewall was bulging: just the prompt I needed to get it some new boots.

I was rather pleased with the set I found. Sava may be alien to some, but a quick search online revealed that it is from the Dunlop stable and that's the sort of reassurance I need to plump for a brand I am unfamiliar with. Another search threw up the fact that I could buy



+2 packed for the trip to the tyre-fitters...



...for a bargain fresh set of 165/80 R13s



Clutch master swap: not a comfortable job



Rear passenger: not a comfortable seat

Effecta+ 165/80 R13s for as little as £40 a corner... and that's the sort of price I need to make me plump for a brand I am unfamiliar with!

I must say that so far I have been very impressed with them.

Other than that, there's a number of rattles that I need to investigate, some trim that needs tidying where the regular use is starting to show, plus an annoying rear-screen seal that keeps separating from the glass and letting the rain in. Oh, and the rear belts, which I need if I'm to deliver on my boast that it will do the school run, but haven't fitted yet due to a severe lack of cash. Still, eldest Charlotte is enjoying trips to school in the +2 every Monday (when I don't have to also drop her sister Lucie), and I hope to be transporting the Elliotts *en famille* by the time you read this.

THANKS TO

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www.sava-tires.com/sava/uk

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Sold: £297,000



1979 Ferrari 308GTB
Sold: £34,700



1914 Ford Model T
Sold: £11,000



1953 Jaguar C-Type Evocation
Sold: £50,600



1950 Lea-Francis 2.5 Special
Sold: £13,500



1958 Lotus Elite
Sold: £52,800



1965 Mercedes-Benz 230SL
Sold: £40,700



1989 Mercedes-Benz G-Wagen
Sold: £17,200



1951 Riley RMB
Sold: £12,400



1950 Riley RMC Roadster
Sold: £29,200



1944 VW Kubelwagen
Sold: £27,000



1953 VW Beetle
Sold: £9,900



1932 Wolseley Hornet Special
Sold: £24,800

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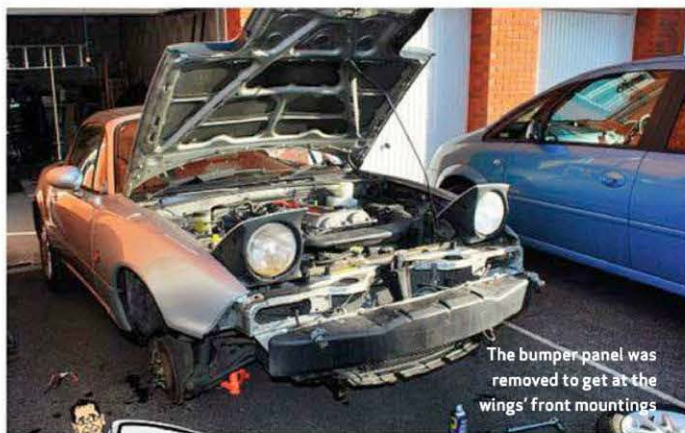
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Reliant Scimitar GTE SE5a

Run by Martin Port
Owned since Sept 2011
Total mileage 76,199
Miles since November report 2395
Latest costs £98



The bumper panel was removed to get at the wings' front mountings



Mazda MX-5

Run by James Page
Owned since August 2011
Total mileage 117,465
Miles since July report 622
Latest costs £30

PROBLEM AREAS SORTED AT LAST

Earlier in the year, Martin Emsley serviced the MX-5 and, at the same time, sourced a few parts that he knew I'd need for future jobs that we'd discussed. One was removing the front wings to tackle some corrosion at the top of the A-posts. Emsley had done this job on his Eunox, and knew the likelihood of certain bolts shearing. He therefore handed me a pair of the plates that are used to secure the wings to the main structure at the front.

His prediction was accurate. Despite generous application of lubricant to the relevant nuts, there was that horrible twisting feeling through the socket followed shortly afterwards by a snap as the bolt gave way. Also, the original plate was a bit corroded, so Emsley's replacement was doubly welcome.

The MX-5's wings bolt on, so removing them was easy. The only delay came via having to detach the bumper fascia to get at the wings' front bolts. If you know exactly how the fascia comes off, I'm sure it would be possible to loosen only certain parts of it to enable you to bend it back enough to get at the wings' mounting points. I didn't, though, which meant that I removed the whole thing.

A couple of other bolts sheared, including the ones that attach the



Before: open seam and surface corrosion



After: rust treated, fresh sealant applied

flimsy struts at the fascia's lower rear edge, but on the whole it wasn't too painful. Working in the wheelarch did uncover other jobs that need doing, however, such as replacing the damper gaiters.

I was also able to clear out one of the MX-5's few rust traps. Debris and moisture collect between the base of the wing and the main structure. I'll apply rust treatment to the inside of the wing and the bottom edge of the bodyshell alike before it all goes back together. You don't need to take off the wing to simply clear out the rubbish from this area. Once the wheelarch cover has been removed, you can undo the two bolts at the bottom of the wing and pull the panel back far enough in order to get at it.

With the wings off, though, I could tackle those areas of corrosion. Fortunately, they turned out to be unsightly rather than serious. Small areas of seam-sealer had come away, which meant that slight surface rust had developed beneath. I removed the old sealant, wire-brushed the area, applied rust converter, then brushed on some fresh seam-sealer. The next job is to get the offside wing tidied and resprayed (the lower half is a bit tatty), then it'll just be a case of putting it all back together.

CYLINDER SIZES BECOME A BORE

Those who frequent the Scimitar Web forum (www.scimitarweb.co.uk) will no doubt be fed up with me moaning about my aching clutch leg, but credit to them – they have all offered advice based on an impressive amount of knowledge.

The consensus was that some had improved the heavy clutch pedal by either downsizing the bore of the master cylinder or upping the bore of the slave. I went with the more popular method and replaced the original 0.75in-bore master with a 0.7in unit. Rimmer Bros had the master cylinder in stock and the only issue was that it had a 7/16in pipe connector compared to the original 3/8in – overcome with an adaptor from SC Parts.

The swap took 20 minutes and the road test proved that the clutch was lighter and required less effort, but it was marginal – maybe 10%, which was kind of in line with the percentage difference in bore size. On to plan B. Another owner swore by his conversion to a 0.625in master and a 7/8in slave, so I ordered some more parts. Rimmer Bros once again came up trumps with the slave and Burton Power had no difficulty in supplying the master. Another lunch hour, plus more help from Elliott, and we had both parts fitted and ready to test. The result? Although the biting point was lower, the effort required was considerably reduced. Over the subsequent days, I realised that it was obviously having a positive effect because my 'doggy' left knee didn't hurt anywhere near as much.

When I had time to clean up the old slave and measure it, however, I discovered that the bore of the original was already 7/8in so technically it didn't need to be changed. It was well-used, though, and the fluid that came out of it was black, so it wasn't a complete waste of time. Going to a smaller master means that the clutch throw is affected, but it doesn't seem to be



Plan A: 0.7in master replaces the old 0.75in



Plan B: new 7/8in slave cylinder (above), paired with 0.625in master cylinder (right)



Hardiman: alternative 'Knight of the road'

causing any problems and the car is more pleasurable to drive. It must be lighter because my first thought when getting into our modern car was just how heavy the clutch felt!

With one pedal working as it should, another let me down: a day at the Goodwood Revival turned sour as I planted the accelerator on the way home, only to be greeted by a slowing engine. The soldered end of the throttle cable had gone AWOL. I tried various bodes to no avail, and then, despite being in the middle of nowhere, I was greeted by the smiling face of ex-C&SC staffer Paul Hardiman. If anyone can rig something together it's Hardiman and, 10 minutes later, the car was moving under its own steam thanks to the skilful use of some side cutters and an electrical 'chocolate block' connector.

That held for a couple of days until a new throttle cable arrived and a more permanent replacement could be fitted with the help of James 'small hands' Page.

THANKS TO

- Rimmer Bros: 01522 568000; www.rimmerbros.co.uk
- Burton Power: 020 8518 9136; www.burtonpower.com
- Paul Hardiman



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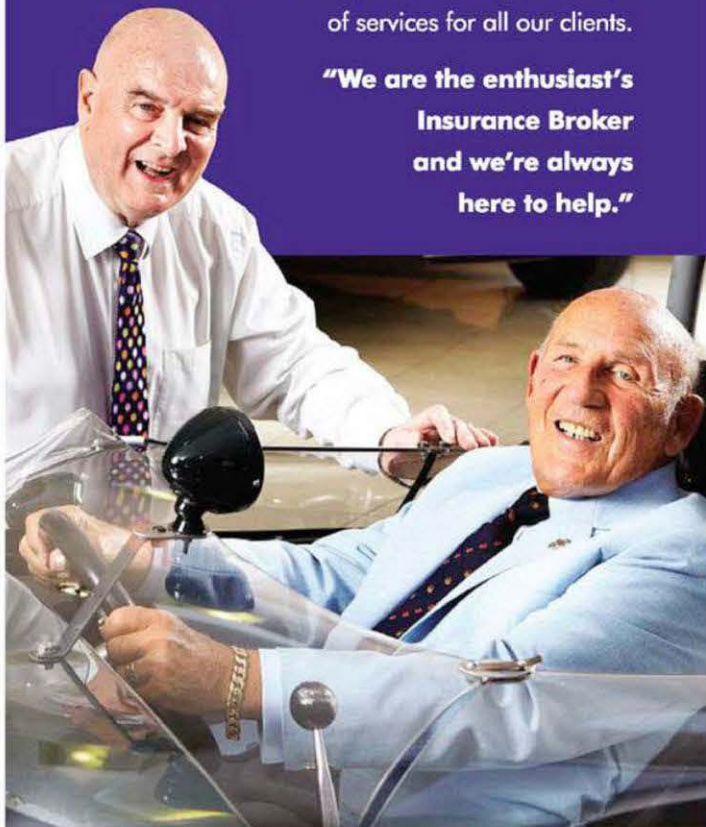
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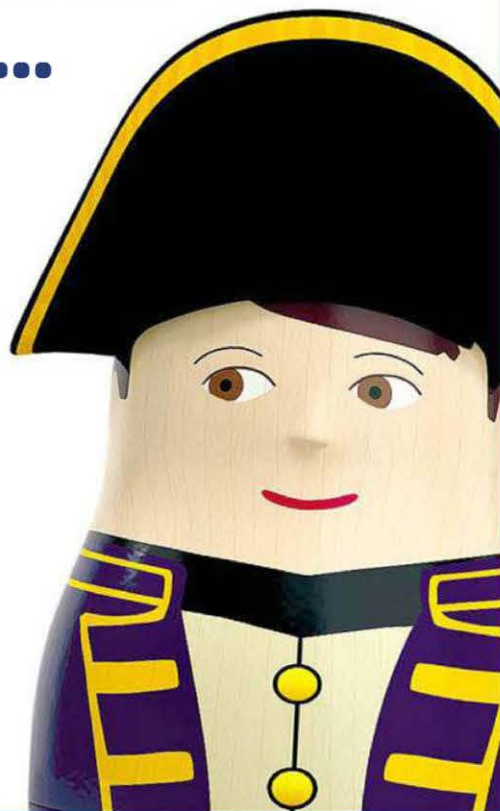
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Dave Price reunited with the A30 that he may have driven from the docks in '53



Prior to rebuild: shell was remarkably solid



Some parts for early AS3s are hard to find

'The stronger later 'box won't fit, so a certain amount of sensitivity is needed when running through the gears'



Austin A30

Name John Dickinson
From Vancouver, Canada
Occupation Retired
First classic 1966 E-type
Dream classic Jaguar C- or D-type (I'd settle for a replica)
Favourite driving song Brown Sugar Rolling Stones
Best trip From Vancouver to Okanagan Falls (mountain roads for 450km) in my '92 BMW M5

FROM SCRAPYARD FIND TO SHOW CAR

Most of the cars I have owned are either classics or future classics, but almost without exception they have been much more sporting in nature than the A30. I rescued the car a few hours before it made its way to the crusher and have spent three years and far too much money restoring it. One of the first production cars (number 1372, manufactured in '52), it was registered to a Vancouver owner in March 1953.

These early production cars, known as the AS3s, had several features (internal boot hinges, bonnet cross-bracing, no boot handle) that were changed almost



Charming two-tone green suits the Austin

immediately by the factory and do not appear in any later examples. According to the paperwork it has done only 25,000 miles, with two owners in the Vancouver area. It had been sitting in a carport on the outskirts of the city for more than 25 years, and I believe it is the oldest surviving A30 in North America. Fewer than 20 A30/A35s are known to exist in Canada and the USA, many of which are imports from the UK or New Zealand. Even in the UK, where A30s and A35s are more common, there are few AS3 versions still around, so this is truly a rarity.

I took care not to over-restore, and to preserve as many as possible of the original components and finishes. There are some mechanical upgrades, including a 1275cc A-series engine, full hydraulic brakes and MG driveshafts. The goal was to improve safety and drivability without altering the factory appearance. Unfortunately, the later and stronger 'ribcage' gearbox won't fit without modifications to the floorpan, so a certain amount of sensitivity is needed when running through the gears. Remarkably, the body had little rust and only needed



BMC baby is rare sight in British Columbia

minor repairs prior to painting. Some parts for AS3s are rare and hard to source, so I have relied on the friendly help of the Austin A30-A35 Owners' Club forum.

The car made its debut – incomplete, but drivable – at a very wet Vancouver All British Field Meet in May 2011 and garnered a great deal of attention. I was amazed by the number of people who stopped to tell me what part the A30 played in their life story – a pity that so few survive outside the UK. Judging by the pools of water sloshing in the footwells, I still had a lot of sealing to do around the glass and door openings! One person I met was local classic car guru David Price. In the early 1950s, Dave had a job driving Austins from the Vancouver docks to the dealers and quite probably drove this one.

The interior is now more or less finished, with a few minor details to take care of such as inserts for the dash storage compartments. Sadly, persistent overheating meant a full engine rebuild over the winter. The water passages in the block and head were badly silted – I should have done more than a cursory inspection before installing it. My



1275cc engine gives usable performance

local exhaust shop made a system that fitted well, but with a straight pipe and a small silencer it sounded more like a Rae Davis racer than a sedate family hauler. After repeatedly setting off the car alarms in the underground garage where it lives, I retro-fitted an extra silencer and it is now more civilised. The standard 5.1:1 final drive is undergeared, too, so a switch to a more appropriate ratio may be on the cards.

Driving such a small car among the moderns, many of which are huge in comparison, is intimidating. Few here have any appreciation of traffickers, so I'm cautious and have learned to use hand signals again. It is certainly unique in this part of the world, however, and generates more smiles per mile than anything I have owned.

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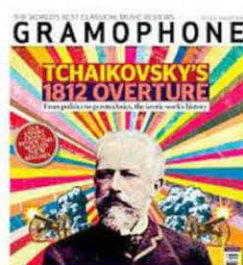
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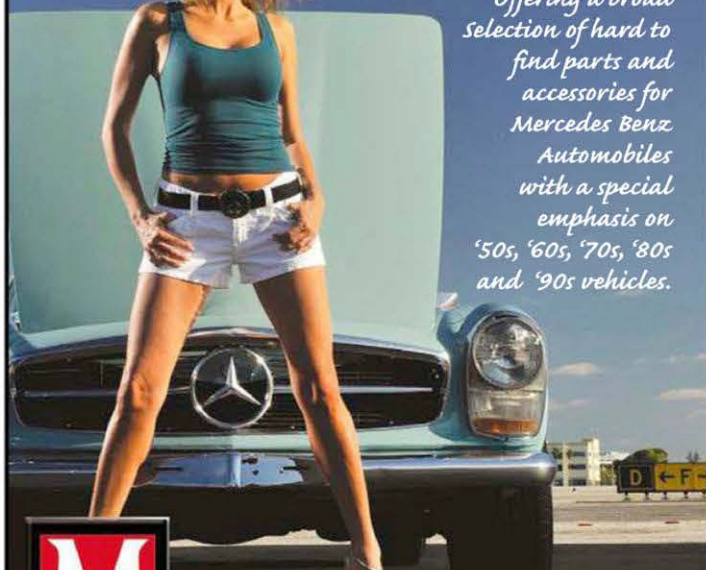
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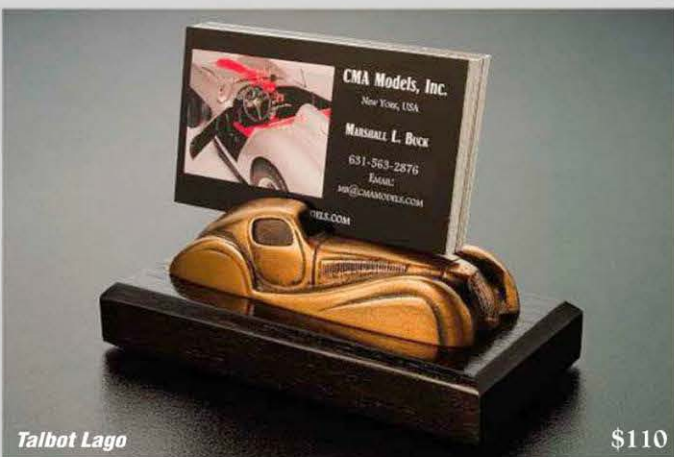
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The new tanks are made to the factory specification on the original press tools, jigs and roller-welder. BMH has refurbished the latter, which creates the seal for the main body of the tank. This has enabled the company to upgrade from unplated steel to galvanised.

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SIP has announced a new range of space heaters designed for use in workshops and large garages. They come in a choice of finishes – painted or stainless steel, the latter supported by a two-year warranty. The entry-level model is the Fireball 365. The 10kW machine runs off a 230V supply and it is supplied with gas hose and propane regulator. SIP

claims that it can heat an area of 253m³. It is pictured with the new Fireball 3711DV (£1043).



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AIR DRILL AND RIVETER £190

01926815000; www.lasertools.co.uk

This new set combines a reversible air drill with a pop-riveter attachment, and is designed to make repeated riveting easier. The air drill features a two-way trigger: you press the top to turn anti-clockwise, bottom to turn clockwise. The former pulls and completes the rivet action; the latter ejects the rivet pin, leaving the internal jaws open and ready to accept the next pop rivet. It's suitable for rivet sizes of 2.4mm, 3.2mm, 4mm and 4.8mm, and the nose-piece boasts a quick-change chuck. Other heads are also available.



This latest kit – part number 5474 – should make riveting quick and easy

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Bilstein's range of dampers for the W123 covers all variants. The units, which are finished in Mercedes' OEM black, feature inverted monotube construction and gas-pressure technology, and the firm claims that they enjoy greater service life than the standard part. The price listed above is for a single B4 front damper; the rear units are £105.60. The B6 (front £117.60, rear £127.20) is designed to give a more sporting set-up.



VOLKSWAGEN TOWBARS

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Owners of the VW Beetle, plus the bay-window T2, T25 and T4 Transporters, can now get their hands on this towbar kit. It's available in modular form – all you need to do is select the correct brackets for your model, then choose a towball (available for £12.95) and electric kit (£14.95). VW Heritage claims that installing everything is straightforward for any competent DiY mechanic.



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Ford inspects piston from R-R 20hp. Phantom II (on left) is over from The Netherlands for work

Left: Ford inspects piston from R-R 20hp. Phantom II (on left) is over from The Netherlands for work

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This place feels steeped in history. Within the light and airy former grain store, half a dozen Rolls-Royces and Bentleys take a breather with their heads off in the calmly relaxing atmosphere, their wings lovingly wrapped in soft blankets.

It's a proper old-style workshop, with parts carefully laid out on benches. Fasteners are racked up, and there's a nice vintage Lucas cable stand in a smaller workshop, where we find two more Royces and a Derby. Large tools hang in their places and a dry-wipe board near the door lists: 'Windscreen seals, gaskets, large Jubilee clips, stainless screws, lobster and vintage

champagne (Pol Roger Churchill).'

Despite appearances, this timber-framed timewarp was only set up little more than a decade ago. It's presided over by workshop manager Carl Ford, a perma tie-and-brogues-clad Trabant owner. He worked at Hoffmans in nearby Henley following a BTEC in Engineering. "Ian Wylie was passing in an Alvis Speed 20 and broke down," Ford recalls, "and we got it going again. I was 23 or 24 at the time. We started in 2000, in a small barn in the yard, and we've just grown... you can never have enough space." There are four full-time mechanics including Ford, plus a two-day-a-weeker – all young because new blood is encouraged.

Engines, gearboxes, rear axles and brakes are done in-house, while coachwork and paint are farmed out. One of the main jobs is higher-ratio rear axles, to suit today's road speeds. "When people restore a car they don't generally go into the rear axle," explains Ford. "Rebuilding a Phantom II back axle costs £4500, including gear set and bearings, and they don't break on rallies." As a guide, a brake relined is a two-day

job, and a set of high-compression pistons – for cleaner combustion on modern fuels – comes to £1200.

When we visited, some Derby springs were being rebuilt having been reset with an extra leaf added. Phantom II rods had just had new little-ends, made on-site in phosphor bronze: "The rods all tend to be different, so you have to make, bore and ream them to size." The lathe that accompanies the milling machine was set up with a toolpost grinder. "I'll be finishing Phantom II cam followers on that," he adds.

Such skill is normal and work arrives mostly by word of mouth, which led to Priory's most high-profile project so far, restoring The Tank Museum's Silver Ghost armoured car (C&SC, Feb '05).

Rally prep is another string to Priory's bow, whether arduous – such as next year's Paris-Peking – or the more sedate RREC/BDC runs.

Ford also owns a Rover P4, and will have a Morris Eight "in a bit", but work comes first: "Cars can be in for 12 months because you never know what you'll find, and we regularly report back to the customer."

Paul Hardiman



Checking gudgeon pin/little-end fit on PII



Derby being fitted with new crank damper



Rebuilding a back axle with longer gearing

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135TE Turbo	30-130	£229.98	£275.98
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	500A@24v	1000A@24v		



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Clockwise, from main:
Brightwells' Bugatti
replica; DVCA's Morris
van; Oselli Mini at Barons;
H&H's handsome Vauxhall



BUGATTI REP SMASHES ESTIMATE

A Bugatti Type 51 recreation almost trebled its lower estimate by selling for £297,000 at Brightwells' 26 September auction. Its late owner, Alan Riley, believed it to be the car that Count Stanislas Czaykowski drove to victory in the 1931 Casablanca Grand Prix. Riley acquired it in 1987 in exchange for an Alfa Romeo 8C and a Maserati 250S. When Brightwells retrieved the Bugatti from storage – where it had been kept for almost a decade – the auction house commissioned marque expert David Sewell to verify its provenance. It was eventually declared to be a well-executed

replica that nonetheless contained many genuine parts.

Although the Bugatti stole the limelight, a number of other lots also performed well. A highly original 1970 Alfa Romeo 1300 GT Junior that had covered just 11,200 miles achieved £19,580 despite being in need of recommissioning. Two tempting examples of Mercedes' 230SL Pagoda crossed the block: a '65 automatic made £40,700, while a manual car of the same vintage – but minus the hard-top – reached £24,750.

The top seller at Barons' British Heritage auction on 18 September

was a German interloper in the shape of a 1958 Mercedes 190SL, which made £46,200. It was the second time that the auction house had handled this particular car, having sold it to the vendor in 2002. British lots included a Primrose Yellow '69 Jaguar E-type roadster (£35,750), a Ford Escort Twin Cam from the same year (£28,600) and the highly anticipated Oselli Mini restoration project (£5500).

More than 600 enthusiasts attended DVCA's 20 September fixture, which included rarities such as a 1935 Austin Light 12/4 shooting brake that was sold to the owner

of a museum for £5280. Among the highlights in an impressive line-up of commercials were a '36 Morris Eight van (£8470) and '24 Ford Model T pick-up (£8580).

H&H had a low-key auction at Newbury Racecourse on 19 September, achieving a sale rate of just 32%. A 1965 Aston Martin DB5 that was set to be the headline lot failed to find a new home, but the firm did achieve a strong result for a 1920 Vauxhall 30-98 Tourer at £177,500. The total of £433,000 did, however, take H&H's sales over the past 12 months beyond the £10million mark.

Shelbys shine in Las Vegas

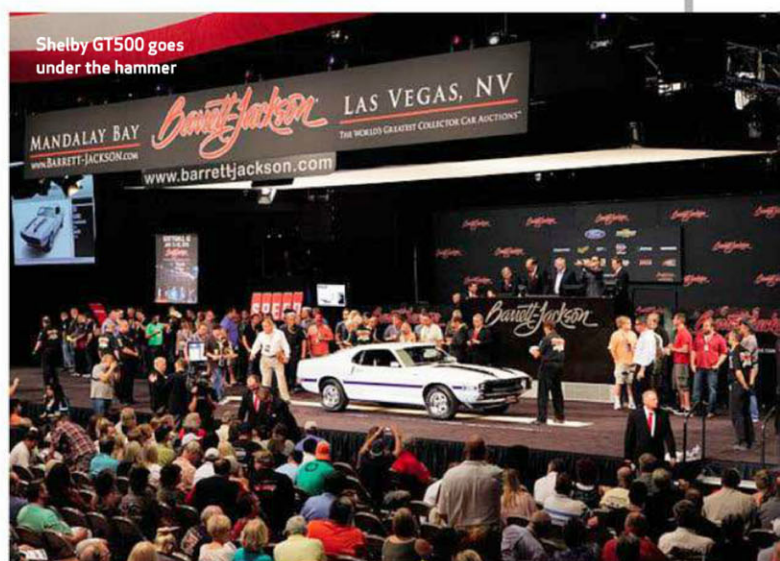
Barrett-Jackson raised more than \$23million at its fifth annual Las Vegas sale from 20-22 September. The main interest was generated by American lots such as a 1967 Mustang Shelby Super Snake that went for \$330,000, a '70 Shelby GT500 (right) that made \$220,000 and a 1962 Lincoln Continental Convertible at \$113,300. Barrett-Jackson is claiming that all three results are auction records for the respective models. Also featuring

among the top sellers were a 1970 Plymouth Road Runner Hemi SuperBird (left), which fetched \$297,000, and a 1967 Ford Mustang Custom Fastback for \$275,000.

More than 500 vehicles crossed the block at the city's Mandalay Bay Resort and Casino during the event, which contributed \$540,000 to local and national charities. There was also a strong automobilia section that totalled more than \$660,000 – a 45% increase over last year's sale.



Outrageous Plymouth made \$297,000





'Oldest Ford' sells in USA

A historic Ford Model A sold for \$264,000 at RM's Hershey fixture on 11 October. Chassis number 30 was ordered new by Herbert L McNary on 13 July 1903, and is believed to be the oldest surviving Ford. McNary's deposit was one of three received that day, and helped the cash-strapped company to find its feet. The Model A competed on the London to Brighton Run in 2003 and took part in that year's Ford centenary celebrations.



FROM STRENGTH TO STRENGTH

Gooding & Co has announced a 44% rise in sales over 2011. The firm amassed a total of \$189million from this year's fixtures – an average of \$640,635 per car. It also achieved the best result of 2012 so far by selling the 1936 Mercedes 540K 'von Krieger' Special Roadster (above) at Pebble Beach for \$11.77million.

FORD FANS GATHER IN OHIO

A 1912 Ford Model T Speedster was one of the standout lots at Classic Motorcar Auctions' Glenmoor Gathering in Ohio, USA on 15 September. The car once belonged to Edsel Ford and sold for \$145,800.



GERMAN STAR REMEMBERED

More than 150 items of memorabilia connected with racing legend Rudolf Caracciola will be sold by Seidel & Friedrich in Ladenberg on 9-10 November. Lots include racing suits and gloves, plus his driving licence. See www.autotechnikauction.de

Coming soon to auction



PRE-WAR CLASSICS TO LINE UP WITH MODERN SUPERCARS

Bonhams has attracted an eclectic selection of entries for its 3 December sale at Mercedes-Benz World in Surrey. Highlights include a pair of pre-war British sports cars from the Patrick Collection – a 1931 Invicta 4½-litre S-type Low Chassis Tourer (estimated to fetch £5-600,000) and a 1938 Jaguar SS100 3½-litre (£220-280,000) – plus the 1935 Ford Box Van used by Lance Corporal Jones in TV series *Dad's Army* (£20-30,000). They will be joined by modern supercars such as a 2005 Porsche Carrera GT (above – £250-300,000), a 2010 Pagani Zonda F (£5-600,000) and even an ex-Royal Canadian Air Force 1942 Hawker Hurricane (£1.4-1.7million). More than 3000 Hurricanes were built at Brooklands in period.

STALUPPI COLLECTION ON SALE

RM Auctions has consigned John Staluppi's 'Cars of Dreams' collection for its 1 December sale in Florida, USA. Spanning a range of American marques, it is made up of almost 120 cars, plus memorabilia including a carousel. Models from the 1950s and '60s feature strongly, such as a complete set of Chrysler 'letter' cars, from a '55 300 to a '62 300H. Pony and muscle cars are represented by, among others, a 1968 Shelby GT500 KR, plus a Plymouth SuperBird and GTX.



Spectacular line-up of cars, plus carousel

TRUE-BLUE ITALIAN AT THE NEC

A 1971 Fiat 500L once owned by Prime Minister David Cameron will go under the hammer at Silverstone Auctions' 17 November sale in Birmingham. Estimated to fetch £8-12,000, the Fiat was bought by Cameron in 1998 as a birthday present for his wife Samantha, and has covered only 13,000 miles from new. A '68 Mini Cooper 'S' in police spec – believed to one of only eight roadworthy models – is another entry in the event, to be held during the Footman James Classic Motor Show.



Cameras owned the Fiat for a decade

RARE MUSCLE FOR SCOTTS DALE

Among the early entries for Barrett-Jackson's Scottsdale auction from 13-20 January is the FC7-In Violet Plymouth Hemi 'Cuda Convertible. The muscle car was the only example built in 1971, and was saved from scrap 30 years later. It was given a two-year restoration before reappearing to take top honours at the 2005 Meadowbrook Concours d'Elegance. One of only 11 built, the car boasts the last factory-assembled 426cu in hemi V8 engine. See www.barrett-jackson.com



'Cuda features striking Plum Crazy paint

The Auction diary

NOVEMBER

14 Bonhams Yorkshire Showground, Harrogate, Yorks. Viewing late pm 13 and pre-sale 14 020 7468 5808; www.bonhams.com

15-17 Mecum Anaheim Convention Center, Anaheim, California, USA 001 22 275 5050; www.mecum.co.uk

16 Leake Dallas, Texas, USA 001 00 722 9942; www.leakecar.com

16-18 McCormick's Palm Springs, California, USA 001 70 320 3290; www.classic-carauktion.com

17 Silverstone Auctions Footman James Classic Motor Show, NEC, Birmingham 01926 691141; www.silverstoneauctions.com

22 Artcurial Automobiles sur les Champs, Paris, France 0033 1 429 92 056; www.artcurial.com

24 Historics Brooklands Museum, Weybridge, Surrey 08009 883838; www.historics.co.uk

26 Shannons Summer Classic, Victoria, Australia 0061 2 8019 4116; www.shannons.co.au

28 Brightwells Easter Court, Leominster, Herefordshire. Viewing 27 and pre-sale 28 01568 611122; www.brightwells.com

DECEMBER

1 RM Florida, USA. Viewing 29/11 and 30/11 001 954 566 2209; www.rmauctions.com

3 Bonhams Mercedes-Benz World, Brooklands, Surrey 020 7447 7447; www.bonhams.com

4 Coys Royal Horticultural Halls, Westminster, London 020 8614 7888; www.coys.co.uk

5 H&H Newbury Racecourse, Berkshire 01925 210035; www.classic-auctions.com

6 DVCA Gartell Light Railway, Templecombe, Somerset 01963 363353; www.dvca.co.uk

18 Barons Sandown Park, Surrey. Viewing 17 and pre-sale 18 02380 668413; www.barons-auctions.com

For more events or to add your own, go to www.classicandsportscar.com/diary

UK RESULTS

CAR	YEAR	COND	SALE	PRICE
AC Ace 2.6	1955	f/refurb (o)	Bonhams	£90,000
AC Aceca Bristol	1959	vg/restd (o)/gh	Bonhams	£78,780
AC Cobra 289+hdtp	1966	subp/restd (o)	Bonhams	£249,020
AC Cobra MkIV	1989	subp/repaint/retrim	DVCA	£67,100
Alfa Romeo 6C-1750 dhc	1932	g/restn (s)	Bonhams	£102,300
Alfa Romeo 1300 GT Junior	1970	exc/vorig/oo	Brightwells	£19,580
Alfa Romeo 1750SS	1929	g/refurb (o)	Bonhams	£1,099,100
Alfa Romeo 2000 GTV	1972	exc/restd/lm	Bonhams	£19,550
Alfa Romeo A12 transporter	1972	f/repaint	Bonhams	£14,950
Alvis Silver Eagle	1935	f/restn (s)	PGM	£17,738
Aston Martin 15/98	1939	exc/restd	Bonhams	£130,500
Aston Martin DB6+Webasto	1970	f/restn (s)	Bonhams	£105,660
Aston Martin DBS Vantage	1970	exc/restd/fo	Brightwells	£33,550
Austin 10/4 Cambridge	1938	g/restd (o)/no MoT	Brightwells	£39,600
Austin A35 racer	1958	vg/restd/mods	Bonhams	£30,475
Austin A60 Cambridge	1962	f/restn (s)	PGM	£849
Austin Light 12/4 woodie	1935	f/p/restd	DVCA	£5,280
Austin Mini	1963	f/restd (o)/mods	Brightwells	£8,800
Austin Mini Cooper 'S' racer	1964	subp/restd/hi	Bonhams	£64,220
Austin Princess DM7 IV limousine	1958	vg/restd (o)/repaint/lm	Brightwells	£7,700
Austin Seven Box saloon	1932	g/restn (s)/no docs	PGM	£4,945
Austin Seven Swallow 2-seater tourer	1930	p/restn (s)	Brightwells	£9,240
Austin-Healey 100/6+hdtp	1958	f/restd (o)/hi	Bonhams	£85,500
Austin-Healey 3000	1963	vg/restd (o)/hi	Brightwells	£21,450
Austin-Healey 3000+hdtp	1960	exc/restd	Brightwells	£36,300
Austin-Healey 3000+hdtp rally	1963/64	vg/restd/hi	Bonhams	£242,300
Bedford campervan	1970	f/restn (m)	PGM	£151
Bentley MKVI	1950	exc/restd (o)	Barons	£19,250
Bentley R-type	1953	f/restd (o)/restn (s)	DVCA	£13,690
Bentley R-type Continental	1953	vg/restd (o)/hi	Bonhams	£303,500
Bentley S1	1955	exc/restd (o)/refurb	Brightwells	£18,700
BMW 321	1941	p/restn (m)	PGM	£5,375
BMW Isetta 300	c1957	g/repaint (o)	Bonhams	£12,650
BMW Isetta 300	1961	g/p/restd	DVCA	£3,600
BMW M3 Evo	1989	vg/repaint	Bonhams	£13,225
BSA 10	1934	exc/restd	Brightwells	£7,920
Bugatti Type 51 replica	1931/c85	f/refurb (o)	Brightwells	£297,000
Calthorpe coupé	1919	g/restd (o)/restn (s)	PGM	£12,900
Chevrolet Bel Air Deluxe	1957	exc/restd	Bonhams	£20,125
Chevrolet Corvette roadster	1957	exc/restd	Bonhams	£57,500
Chevrolet Corvette Sting Ray	1963	vg/restd (o)	Bonhams	£36,225
Chrysler 65 sedan de ville	1929	g/restd (o)/ex-saloon	Brightwells	£12,100
Citroën B 11.9hp tourer	1924	p/restn (m)	PGM	£1,075
Cooper-JAP single-seater	c1950	g/restd (o)/hi	Bonhams	£18,400
Cooper T52 single-seater	1960	vg/refurb (o)/hi	Bonhams	£27,887
Daimler Conquest 'New' Drophead Coupé	1957	exc/restd (o)/hi	Bonhams	£50,000
Daimler DS420	1979	vg/refurb (o)	Brightwells	£2,860
Daimler DS420	1979	vg/refurb (o)	Brightwells	£2,750
Daimler Majestic Major	1968	g/refurb (o)/no MoT	Brightwells	£68,200
Daimler Sovereign	1989	vg/vorig/fsh	Brightwells	£11,555
Daimler SP250	1962	subp/restd	Bonhams	£40,250
Daimler SP250	1963	exc/restd (o)	Bonhams	£24,725
Daimler V8-250	1967	exc/vorig/fo	Barons	£15,629
Daimler V8-250	1968	vg/restd (o)/no MoT	Brightwells	£10,120
Daimler V8-250	1968	g/repaint/engine rebuilt	Barons	£35,200
Delage DE Muller	1920	vg/refurb (o)/hi	Brightwells	£11,000
De Tomaso Mangusta	1969	exc/restd	Bonhams	£129,180
Ferrari 275GTS	1965	subp/restd	Bonhams	£400,000
Ferrari 308GTB	1977	exc/restd	Bonhams	£23,500
Ferrari 308GTB	1979	exc/refurb/gh	Brightwells	£34,650
Ferrari 330GTS lhd	1968	subp/restd	Bonhams	£231,100
Ferrari 365GTB/4 Spider conversion	1972	subp/orig/vlm	Bonhams	£197,500
Ferrari 550 Maranello	1999	exc/vorig	H&H	£38,640
Ferrari Dino 246GT	1972	vg/restd (o)	Bonhams	£101,180
Fiat-Abarth 850TC	1963	g/restd (o)	Bonhams	£6,900
Ford Consul Classic	1963	g/restd (o)	Brightwells	£1,650
Ford Cortina GT rally	1964	subp/restd/mods	Bonhams	£17,250
Ford Escort 1300L	1974	exc/restd/lm	Barons	£9,020
Ford Escort 1300L lhd	1971	exc/restd/lm	Barons	£5,390
Ford Escort Twin Cam rally	1969	subp/restd/gh/fo	Barons	£28,600
Ford Granada Mk1	1973	g/repaint/ex-auto	DVCA	£21,000
Ford Model T 2-seater tourer lhd	1914	vg/restd (o)/no MoT	Brightwells	£11,000
Ford Model T pick-up lhd	1924	subp/restd	DVCA	£8,580
Ford Mustang Boss 302	1970	exc/restd	Bonhams	£35,833
Ford Prefect 100E	1953/59	f/restn (s)	PGM	£667
GAZ 69 military lhd	1964	g/restd (o)	H&H	£4,928
Healey Silverstone	1950	f/5-speed box/refurb/hi	Bonhams	£88,860
Hotchkiss 686 Riviera dhc	1939	exc/restd (o)	Barons	£41,800
Humber 9/28 saloon	1929	f/refurb (o)/recom	Brightwells	£3,465
Jaguar 2.4 racer	1958	g/restd (o)/mods	Bonhams	£13,800
Jaguar C-type BE/DRLE replica	1960	subp/refurb	Bonhams	£50,600
Jaguar C-type Suf replica	1953	subp/orig	Brightwells	£50,600
Jaguar D-type LRR/RAM replica	1968	exc/orig/lm	Bonhams	£33,925
Jaguar E-type 51 3.8 racer	1965	subp/restd/mods	Bonhams	£214,700
Jaguar E-type 51 2+2	1966	vg/restd	Bonhams	£35,650
Jaguar E-type 52 fhc	1969	f/restn (s)	Brightwells	£11,880
Jaguar E-type 52 roadster	1969	exc/restd/mods/gh	Barons	£35,750
Jaguar Mk2 3.8	1960	vg/restd (o)/repaint/mods	Bonhams	£33,350
Jaguar SS100 2 1/2-litre	1937	subp/restd (o)/repaint	Bonhams	£219,900
Jaguar XJ6 4.2 51	1971	exc/refurb/repaint	Barons	£6,380
Jaguar XJ6 53 lhd	1985	vg/refurb	Barons	£2,750
Jaguar XJ-S 5.3 convertible	1989	exc/restd/fsh	Brightwells	£7,370
Jaguar XJ-S 5.3 convertible	1989	vg/refurb/gh	Barons	£3,850
Jaguar XJ-SC convertible	1986	exc/restd/mods	H&H	£8,568
Jaguar XK120 dhc	1954	exc/restd/hi/mods	Bonhams	£69,820
Jaguar XK120 roadster	1950	exc/restd	Bonhams	£63,660
Jaguar XK150 3.4 dhc	1959	exc/restd/5-speed	Bonhams	£67,580
Jensen CV-8	1966	g/restd (o)/no MoT/g.hist	Brightwells	£11,770



Bonhams' Carlton-bodied Alfa Romeo 1750SS was raced extensively in period, £1,099,100



Austin 12/4 shooting brake, £5,280, DVCA



Bentley needs restoring, £13,690, DVCA



Delectable 550M reached £38,640 at H&H



Rally-spec Ford Escort, £28,600 at Barons



XJ6 offers bargain luxury, £6,380, Barons



Bonhams' XK150 hit £67,580 at Goodwood



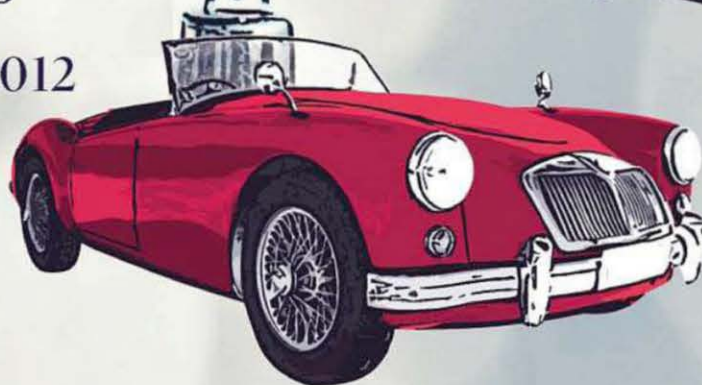
Brightwells' late MkIII Jensen CV-8 came with a bulging history file but no MoT, £11,770

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UK RESULTS

CAR	YEAR	COND	SALE	PRICE
Jensen Interceptor	1971	p/restn(s)	Brightwells	£3850
Kieft-Climax	1954	subp/restd/hi	Bonhams	£185,000
Kieft-Norton	1952	exc/restd(o)/hi	Bonhams	£18,000
Lagonda 2.6-litre	1951	f/restn(s)/fo	H&H	£8588
Lagonda V12 Le Mans	1939	exc/restd(o)/hi	Bonhams	£1,289,500
Lancia Aurelia B24 Spider	1955	subp/restd	Bonhams	£365,500
Land-Rover 88	1961	f/refurb(o)/ex-WD	Brightwells	£2860
Land-Rover 88	1979	g/refurb	Brightwells	£2970
Land-Rover 88+hdtp	1976	vg/restd(o)/engine rebuilt	Barons	£2805
Lea-Francis 2/-litre	1950	vg/restd(o)/Ford gearbox	Brightwells	£13,420
Lester-MG T51 coupé	c1954	exc/restd(o)/hi	Bonhams	£19,833
Lotus 23B	1963	subp/restd/new ID	H&H	£54,083
Lotus Carlton	1991	g/refurb(o)/no MoT	Brightwells	£10,780
Lotus Elite racer	1958	g/refurb(o)/hi	Brightwells	£52,800
Lotus Elite racer	1959	exc/restd/hi	Bonhams	£72,060
Lotus Europa S1	1970	f/restn(s)	Brightwells	£6380
Marlborough RS 10.5hp 2-seater sports	1921	f/restn(s)	PGM	£21,500
Marquette 30-37 landau	1930	vg/restd(o)/ex-saloon	Brightwells	£13,420
Maserati 3500GT	1960	exc/restd(o)	Bonhams	£75,420
Maserati A6G-2000 lhd	1956	exc/restd(o)/ex-rhd	Bonhams	£236,700
Maserati T26 2-seater	1930/31	exc/restd/hi	Bonhams	£533,500
Maserati T26 4-seater	1930/31	exc/restd/hi	Bonhams	£1,681,500
Maserati V4 recreation	1929/30	exc/oo	Bonhams	£432,700
Mercedes-Benz 36/220S tourer	1928	f/orig/fo	Bonhams	£2,801,500
Mercedes-Benz 190SL+hdtp	1958	exc/restd(o)	Barons	£46,200
Mercedes-Benz 220SEb convertible	1962	exc/p/restd	Bonhams	£63,100
Mercedes-Benz 230SL	1965	vg/restd(o)/gh	Brightwells	£24,750
Mercedes-Benz 230SL+hdtp	1966	vg/restd	Brightwells	£40,700
Mercedes-Benz 280TE	1981	exc/gh/fo	Brightwells	£3740
Mercedes-Benz 350SL+hdtp	1973	f/restn(s)	Brightwells	£1760
Mercedes-Benz 380SL+hdtp	1981	vg/restd(o)	DVCA	£6490
Mercedes-Benz 380SL+hdtp	1983	exc/repaint/sh	Barons	£6600
Mercedes-Benz 380SL+hdtp	1989	subp/restd/fo	Brightwells	£17,160
Mercedes-Benz G-Wagen 300GDS	1964	p/restn(s)	Bonhams	£28,750
Merlyn Mk6	1954	g/refurb	Bonhams	£19,550
MG TF-1250	1959	exc/restd(o)/hi	Bonhams	£37,375
MGA Twin-Cam	1967	f/restd(o)/refurb	H&H	£2352
MGB	1969	vg/restd/mods	Brightwells	£6820
MGB	1971	vg/restd(o)	Brightwells	£4950
MGB GT	1973	vg/restd(o)/restn(s)	DVCA	£2970
MGB GT V8	1976	exc/refurb	Brightwells	£7150
MGB GT V8+Webasto	1973	exc/engine rebuilt/fo	Brightwells	£5720
MGC GT	1968	vg/restd(o)/mods	H&H	£8448
MGC GT	1969	vg/restd/GRP wings	Brightwells	£7810
MG Midget	1973	g/restd(o)	Brightwells	£2200
Mini 1000	c1980	p/restn(m)	PGM	£140
Morris Cowley 4-seater tourer	1924	vg/restd(o)	Barons	£11,275
Morris Cowley 11.9hp saloon	1929	g/restn(s)	PGM	£9245
Morris Eight Scwt van	1936	exc/restd	DVCA	£8470
Morris Mini Moke	1967	exc/restd	Barons	£9625
Morris Mini Oselli	1961	f/restn(s)/hi	Barons	£5500
Morris Minor	c1954	p/restn(m)	PGM	£86
Morris Minor	c1968	p/restn(m)	PGM	£75
Morris Minor	1969	vg/restd	Brightwells	£2310
Morris Minor	1970	vg/restd/fo	DVCA	£3960
Morris Minor	1970	f/restn(s)	PGM	£516
Morris Minor	1970	p/restn(m)	PGM	£301
Morris Minor SV 2-seater tourer	1933	p/restn(s)	Brightwells	£4510
Morris Minor Traveller	1968	subp/restd	Brightwells	£10,010
Opel Manta	1983	vg/refurb/fo	Brightwells	£1967
Range Rover	1974	f/refurb(o)/gh	Brightwells	£3190
Reliant Scimitar SE6A auto	1981	vg/restd(o)	Brightwells	£1760
Renault Camionette	1913	g/restd/ex-taxi/no MoT	Brightwells	£12,100
Renault STL	1978	vg/orig/lm/fo	Brightwells	£2255
Riley Nine Brooklands replica	1927	exc/restd	Bonhams	£41,975
Riley Nine Kestrel	1934	f/refurb(o)	Brightwells	£11,220
Riley Nine Merlin	1937	f/restn(s)	PGM	£5375
Riley RMB	1951	vg/refurb(o)/orig int/fo	Brightwells	£12,320
Riley RMC	1950	exc/restd(o)/recom	Brightwells	£29,150
Rolls-Royce 20 T&M limousine	1927	f/restn(s)	PGM	£18,275
Rolls-Royce 20/25 Rip Bros saloon	1934	f/restn(m)	PGM	£10,213
Rolls-Royce 25/30 PW limousine	1937	p/restn(m)	PGM	£7310
Rolls-Royce 25/30 JY limousine	1938	g/recom/hi	PGM	£16,125
Rolls-Royce Corniche	1972	g/refurb	H&H	£15,120
Rolls-Royce Silver Cloud III+Webasto	1963	vg/repaint/retrim/hi	Barons	£13,750
Rolls-Royce Silver Ghost Rob dnc	1921	exc/restd(o)	Bonhams	£124,700
Rolls-Royce Silver Shadow II	1977	g/repaint(o)/sh	Brightwells	£3850
Rolls-Royce Silver Shadow II	1979	vg/refurb(o)	Brightwells	£5720
Rolls-Royce Silver Shadow II	1980	vg/refurb/sh	Brightwells	£6820
Rolls-Royce Silver Shadow II	1980	g/refurb(o)/no MoT	Brightwells	£5500
Rover 10/25 saloon	1930	g/restd(o)/no MoT	Brightwells	£4510
Rover 12 4-seater tourer	1948	exc/restd(o)	Barons	£19,470
Rover 75	1952	f/v.orig	Brightwells	£2310
Rover 75	1958	g/v.orig/fo	Brightwells	£2750
Rover 2600S	1985	vg/v.orig/gh	Brightwells	£1320
Shelby Mustang GT500 lhd	1967	exc/restd	Bonhams	£119,100
Singer Le Mans	1935	vg/repaint(o)	H&H	£40,320
Singer Nine 4-seater tourer	1951	vg/restd	H&H	£10,864
Sunbeam Alpine	1954	f/refurb(o)/fo	Brightwells	£13,860
Sunbeam Alpine	1964	f/restn(s)	Brightwells	£1540
Sunbeam Alpine rally	1953	exc/restd(o)/hi	Bonhams	£52,900
Triumph 1800 Roadster	1948	p/restn(m)/no docs	PGM	£5913
Triumph Stag+hdtp	1972	vg/restd	Brightwells	£5610
Triumph Stag+hdtp	1972	g/restd(o)/gh/fo	DVCA	£3740
Triumph Stag+hdtp	1973	vg/refurb/fo	Brightwells	£4730
Triumph Stag+hdtp	1976	vg/restd	DVCA	£3500
Triumph TR6	1974	exc/restd(o)	Brightwells	£10,450
TVR Griffith 500	1995	vg/v.orig	H&H	£6720



Tipo 26 was one of four Maseratis from the Hartley Collection, £1,681,500 at Bonhams



Pretty MG TF-1250, £19,550 at Bonhams



Modified MGC GT reached £8448 at H&H



Barons' 1924 Morris Cowley made £11,275



Brightwells' Scimitar looked good at £1760



Manual-overdrive Stag, £3500 with DVCA



Restored TR6 made £10,450 at Brightwells



Griffith had been cared for by a TVR Car Club member and seemed a bargain at £6720, H&H

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1962 DKW 1000 SP Coupé



2002 Bentley Azure Mulliner



1985 Moto Guzzi California II



1959 Chevrolet Corvette



1962 Porsche 356 B 1600



1967 Maserati Quattroporte I



1945 Harley-Davidson Servi-Car



1978 Monteverdi Safari 5700



1957 Heinkel Kabine Type 153



1954 Jaguar XK 120 DHC



1966 Ford Mustang Convertible



1970 Maserati Indy 4.2



1972 Opel GT 1900



1963 Simca 1000 Coupé Bertone

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AUCTION RESULTS

UK RESULTS

CAR	YEAR	COND	SALE	PRICE
Vanden Plas 1100	1964	g/vorig/recom	Brightwells	£1705
Vauxhall 10	1937	f/refurb (o)/engine rebuilt	Brightwells	£3355
Vauxhall 30-98 E DB 4-seater tourer	1920	exc/restd (o)/retrim	H&H	£177,500
Volkswagen 82 Kübelwagen	1944	exc/restd (o)/hi	Brightwells	£26,950
Volkswagen Beetle 1200	1953	exc/vorig/hi	Brightwells	£10,175
Volkswagen Devon camper lhd	1970	g/repaint (o)/engine rebuilt	Brightwells	£6160
Willys Jeep	1943	supb/restd	Bonhams	£33,350
Wolsley Hornet	1932	g/vorig/fo	Brightwells	£5280
Wolsley Hornet Swallow 4-seater tourer	1932	vg/restd (o)/gh	Brightwells	£24,750

USA HIGHLIGHTS

CAR	YEAR	SALE	PRICE
Aston Martin 1 1/2-litre Le Mans	1932	Bonhams	£129,270
Auburn 8-98 Brougham	1931	Bonhams	£16,554
Austin-Healey Sprite	1959	AA by RM	£13,299
Bitter SC	1982	Silver	£5357
Buckmobile 15hp	c.1904	Bonhams	£28,520
Buick Master Six Opera	1927	Bonhams	£3422
Buick Standard Six 20	1926	Bonhams	£4278
Cadillac 62	1949	Bonhams	£357
Cadillac Eldorado	1957	AA by RM	£41,602
Cadillac DeVille convertible	1968	Bonhams	£2496
Cadillac Fleetwood Se75 limousine	1965	Bonhams	£6774
Chevrolet Camaro Indy Pace Car convertible	1969	Dan Kruse	£40,846
Chevrolet Corvette 265 convertible	1955	Dan Kruse	£39,506
Chevrolet Corvette 283/230 convertible	1960	Barrett-Jackson	£662,744
Chevrolet Corvette 283/270 convertible	1959	Barrett-Jackson	£81,158
Chevrolet Corvette 327/300 convertible	1965	Silver	£25,110
Chevrolet Corvette 327/350	1965	AA by RM	£50,468
Chevrolet Corvette 350/400 convertible	1965	Barrett-Jackson	£66,836
Chevrolet Corvette 427/390	1966	AA by RM	£37,200
Chevrolet Corvette 427/435	1967	Barrett-Jackson	£78,430
Chrysler 300D convertible	1958	AA by RM	£56,265
Chrysler CM roadster	1931	Bonhams	£27,094
Chrysler Town and Country convertible	1949	Bonhams	£5704
Citroën 2CV Sahara	1965	Bonhams	£88,350
Dodge 2-seater roadster	1922	Bonhams	£8913
Dodge 5-seater tourer	1922	Bonhams	£3565
Dodge Challenger R/T	1970	Barrett-Jackson	£68,200
Dodge Coronet R/T	1968	Silver	£24,106
Duesenberg Model J Fr	1933	Dan Kruse	£1,023,000
Essex Challenger 4/5-seater phaeton	1929	Bonhams	£16,399
Facel Vega Excellence	1960	Bonhams	£98,580
Ferrari 365GTB/4	1973	Bonhams	£221,340
Ford Galaxie Sunliner convertible	1959	Silver	£13,392
Ford Model A station wagon	1930	Bonhams	£16,043
Ford Model T coupe	1924	Bonhams	£4991
Ford Model T Raceabout Speedster	1916	Bonhams	£9626
Ford Mustang custom fastback	1967	Barrett-Jackson	£170,500
Ford Mustang fastback	1967	Barrett-Jackson	£61,380
Ford Mustang Boss 429	1970	Barrett-Jackson	£153,450
Ford Thunderbird	1957	Silver	£18,749
Ford Thunderbird	1966	Bonhams	£13,904
Ford Thunderbird-hdtp	1956	Silver	£14,731
Hudson Six Model O roadster	1927	Bonhams	£12,834
Hupmobile 32 2-seater tourer	1913	Bonham	£19,964
Hupmobile 5-seater tourer	1922	Bonhams	£7843
Isotta-Fraschini 8A	1931	Bonhams	£115,630
Jaguar E-type S2	1970	Bonhams	£9300
Kaiser Darrin	1954	Barrett-Jackson	£69,564
Knox C8hp	1903	Bonhams	£42,780
Lancia Lambda	1925	AA by RM	£128,340
Lincoln 66H	1946	Bonhams	£1569
Lincoln Continental	1957	Bonhams	£20,677
Lincoln Continental 430 convertible	1962	Barrett-Jackson	£70,246
Lincoln Continental Club Coupe	1948	Bonhams	£15,779
Lincoln Cosmopolitan	1951	Bonhams	£6274
Lincoln K V12 Special limousine	1936	Bonhams	£29,946
Lincoln Premiere Sunburst convertible	1956	Silver	£16,070
Lincoln Zephyr	1940	Bonhams	£15,686
McIntyre B-1 Runabout	1910	Bonhams	£23,529
Mercedes-Benz 230SL-hdtp	1965	Bonhams	£10,695
Metz 22 Runabout	1913	Bonhams	£19,964
MG TD	1951	Dan Kruse	£7874
MGB	1972	Silver	£1736
Oldsmobile 442 455/365 convertible	1970	Barrett-Jackson	£66,836
Packard 3-38 Six Gent's roadster	1915	Bonhams	£136,090
Packard 4-43 Custom Eight 7-seater tourer	1928	Bonhams	£22,320
Packard Clipper Deluxe saloon	1953	Bonhams	£4635
Panhard-Levassor Belv limousine	1918	Bonhams	£35,650
Plymouth Road Runner Hemi SuperBird	1970	Barrett-Jackson	£184,140
Pontiac GTO 389	1964	AA by RM	£36,999
Rolls-Royce 20/25 PW close-coupled cpe	1931	Bonhams	£53,475
Rolls-Royce Phantom III convertible	1937	Bonhams	£51,336
Rolls-Royce Phantom III woodie	1937	Bonhams	£17,825
Shelby Cobra 427 CSX6000	1965	Barrett-Jackson	£66,836
Shelby GT350	1966	Barrett-Jackson	£95,480
Shelby GT500 428 convertible	1968	Barrett-Jackson	£75,702
Shelby GT500 convertible	1968	Dan Kruse	£97,092
Shelby GT500 SE Super Snake	1970	Barrett-Jackson	£136,400
Shelby Super Snake	1967	Barrett-Jackson	£204,600
Simplex Crane 5 dual-cowl victoria phaeton	1917	Bonhams	£129,270
Volkswagen Beetle 1600	1965	Silver	£10,546

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it



Timewarp Auburn had been in the same ownership since the '40s, £16,554, Bonhams USA



AA achieved £56,265 for Chrysler 300D



Restored Dodge Challenger, £68,200, B-J



Bonhams took £12,834 for Hudson Six



Distinctive Kaiser Darrin, £69,564 with B-J



Super Snake was B-J's top seller, £204,600



Highly original Simplex, £129,270, Bonhams

SALE RATES AND STATISTICS

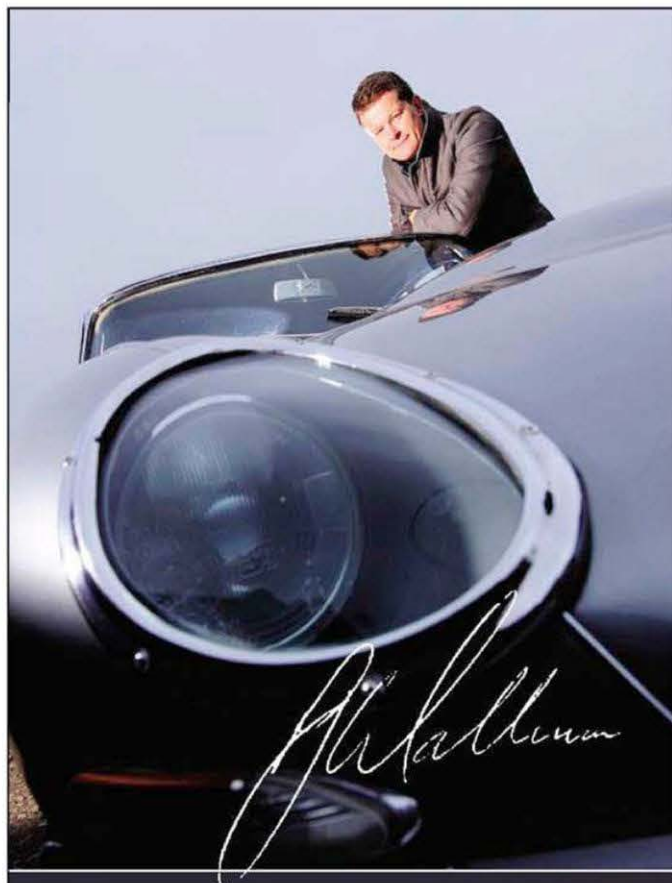
Bonhams, Goodwood Revival, Sussex, 15 September: 15% buyer's premium, 69 cars sold out of 85 offered – 81% sale rate, £13.63m total; Dan Kruse, Hill County Classic, Austin, Texas, USA, 15 September: 59/177 – 33%, £1.79m; Barons, Sandown Park, Surrey, 18 September: 10%, 27/45 – 60%, £294,855; H&H, Newbury, Berkshire, 19 September: 10%, 16/50 – 32%, £383,727; DVCA, Templecombe, Somerset, 20 September: 10%, 20/38 – 53%, £220,100; Barrett-Jackson, Las Vegas, Nevada, USA, 20-22 September: 10%, 525/525 – 100%, £14.26m; Silver, Portland, Oregon, USA, 21 September: 8%, 47/103 – 46%, £269,689; Auctions America by RM, T Bennett Collection, Rollinsford, New Hampshire, USA, 21-22 September: 15%, 165/165 – 100%, £555,208; Brightwells, Leominster, Herefordshire, 26 September: 10%, 102/130 – 79%, £1.26m; Perkins George Mawer, Rand, Lincolnshire, 29 September: 7.5%, 28/29 – 97%, £174,315; Auctions America by RM, Carlisle, PA, USA, 4-5 October, 10%, 171/300 – 57%, £1.55m; Bonhams, Simeone Museum, Philadelphia, Pennsylvania, USA, 8 October, 15%, 48/62 – 77%, £1.6m

GUIDE KEY

f – fair; g – good; vg – very good; exc – excellent; supb – superb; conc – concours; sh – service history; fsh – full service history; ghst – good history file; hi – historically interesting; orig – original; vorig – very original; norig – not original; lm – low mileage; vlm – very low mileage; del miles – delivery miles; oo – one owner; fo – few owners; p – poor; refurb – refurbished; renov – renovated; restd – restored; restd(o) – older restoration; restn(s/m) – straightforward/major restoration; prestd – partially restored; recom – requires recommissioning; compl – complete; inc – incomplete; to – taxes owing; not reg – not UK registered

COACHBUILDERS KEY

Belv – Belvalette; DB – Darnon Bros; DRLE – DRL Engineering; Fr – Franay; JY – James Young; LRR/RAM – LR Roadsters/RAM; PW – Park Ward; Rip Bros – Rippon Brothers; Rob – Robinson; Suf – Suffolk; T&M – Thrupp & Maberly



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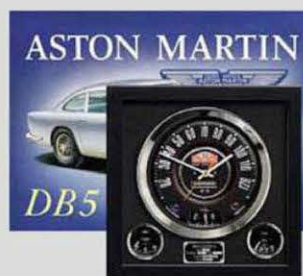


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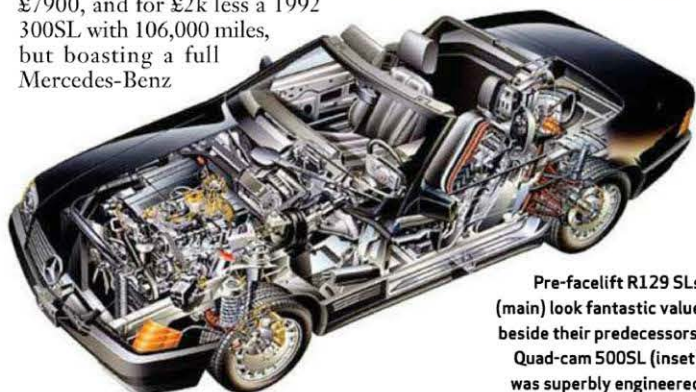
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TIME TO BAG THAT BARGAIN BENZ?

As Mick Walsh's cover story will attest, we're huge fans of the Mercedes-Benz Pagoda SL here at C&SC. We'd all love to own one, but there is a big stumbling block these days: price. Even if the six-figure sums that some dealers were bandying about recently are a touch optimistic, it's still fair to say that you want to be spending £40,000-plus to get a really nice one.

And the traditional Youngtimer bargain, the R107 *Panzerwagen*, is also on the up. "A decade ago, we were buying 107 trade-ins from Mercedes dealers and selling them for £10-12k," says David Churchill of Auto-Invest (01363 83909; www.auto-invest.co.uk). "Now the same car would be £20-25,000."

As is often the case, to find the budget alternative you just have to look at the lower branches of the family tree, in this case the stylish and superbly built R129. These swift and safe roadsters represent outrageous value at the moment, with private sales regularly cropping up for less than £5k. Churchill has two on offer at the moment, a two-owner 1991 500SL showing just 78,000 miles from new at £7900, and for £2k less a 1992 300SL with 106,000 miles, but boasting a full Mercedes-Benz



Pre-facelift R129 SLs (main) look fantastic value beside their predecessors. Quad-cam 500SL (inset) was superbly engineered

service history. "Exactly the same thing will happen with 129s as the 107s," he says. "And they are much better cars, with an electric hood and a brilliant hard-top. At the moment they fall into that category of being old examples of a modern car that is now obsolete, but too new to yet qualify as full-blown classics in their own right."

Scan the classifieds and you'll find post-1997 facelifted models with low miles going for rather stronger prices – plus the rare and desirable AMG versions are even

more – but Churchill reckons that needn't be a consideration: "Forget about the Mercedes-Benz quality blip of the late 1990s, the pre-'96 SLs were from an era when Mercedes' quality was unmatched. The 129s were extremely well engineered and built, and customers paid for it – 20 years ago the larger-engined models cost more than £50,000. Nowadays there are loads around so you have a good choice and, if you're selective, you can buy a really good car for £6-8000. They are ludicrously cheap."

If you want to replicate this So-Cal Lakester, the elegant shape of an old aircraft drop-tank (inset) had potential at £1750



Low-flying project rods

Ever dreamt of taking to the salt flats in your own 'Belly Tank' Bonneville hot rod? If the answer is yes, you're not alone judging by some of the lots cropping up on ebay.co.uk recently. We loved the aircraft drop-tank being offered for £1750 by SJ Classics (sjclassics@btinternet.com): "Create something cool with this like a salt racer-style project hot rod... Tyres not included. But you are welcome to the invisible drive train."

For the bulkier hot-rodder, there was also a Hindenburger drop-tank from a Tornado GR4, at a whopping 2250 litres. "Would make ultimate Bonneville racer," said the vendor of the aviation-grade alloy tank, but with a starting bid of £2500 the project failed to garner a bid. Shame, because it's only eight months until Bonneville Speed Week...



Spec of Hagemann-Sutton mimics that of the Scarab, for a much smaller outlay



A sports-racing steal

With the values of European '50s sports-racers going stratospheric, the appeal of more affordable North American specials gets stronger for historic racers this side of the pond. As Julian Majzub has proved with his Canadian-built Sadler – beating the Listers and Maserati Birdcages at the Goodwood Revival – these V8 machines have fantastic performance for a fraction of the price and maintenance costs of an Italian exotic.

A perfect example is the 1958 Hagemann-Sutton CM Special. In

recent years, restorer/racer Butch Gilbert has been mixing it with the front-running Scarabs and Listers at the Monterey Historics in this Chevy-powered beauty, which has links to Lance Reventlow's big-budget Scarab roadsters. When racer Wally Taylor's Scarab order was turned down, he commissioned Jack Hagemann to build a sports car inspired by the dream team.

Taylor ran out of money before the car was finished, and 10 years ago Gilbert completed the project with a great-looking aluminium



333cu in Chevy V8 in chrome-moly chassis

body by Jack Sutton. Now his focus has shifted to restoring a historic Indy car, so the Hagemann-Sutton is up for sale at \$475,000. That's similar money to a Lister with patchy history, for a better-looking car. Call Gilbert on 001 209 894 3950 or e-mail bsgil99@hughes.net



BREAKFAST GATHERS MOSS

If you're a Jaguar fan who would like to meet Sir Stirling Moss, get along to Maldon on 18 November for the final 'Breakfast at JD Classics' of 2012, where Moss will be the guest speaker. 'Works' Jaguar Heritage Racing cars will be on display, and the workshops will be open from 8:30-11:30am. Call Richard Graylen on 01621 879579 to book a place.



CORVETTES IN CONTEXT

Regular *Case history* expert Paul Hardiman was fascinated by the paperwork for the Corvette Sting Ray he drove this month (p205). "When its last owner bought it in 1973, at £2200 it was about a third of the price of a small house outside London," says Hardiman. "And at £47,995 today, not all that much has changed."

Price watch Panther J72, De Ville, Lima & Kallista

Val Bridges, chairman of the Panther Car Club (www.panthercarclub.com) has noticed a pronounced realignment in values for the classic Panthers in recent years: "They are definitely on the up. Europe was always more expensive than the UK – a few years ago you could pay £18-20,000 for a good Kallista abroad, whereas here they were only £9-10k, so many were disappearing out of the UK. Now we're catching up and a concours V6 Kallista can fetch up to £15,000, with condition 1 cars regularly changing hands for £12k-plus. The 1.6s are a little behind, with sound MoT'd cars from £5000, up to £11k for a concours example – which is around £1000 ahead of an S2 Lima, and £2k more than an S1 might fetch."

"A left-hand-drive car will usually sell for more than a right-hooker – I'd expect to get an extra 10% for my J72 because it's LHD"

the Panther world is for the Jaguar-powered models. Says Bridges: "The J72 and De Ville have gone up tremendously. Even a project J72 will be £15,000-plus – more for a De Ville, and up to £25k for one of the rare convertibles. A top J72 is £35-40,000 – and across the board a left-hand-drive car will normally go for more. I'd expect an extra 10% for my J72 because it's a left-hooker. De Ville saloons are now £35-45,000 and you can expect to pay up to £50k for show cars, while good convertibles are £50k-plus and buyers are asking £80-85,000 for the very best."



A rise in British Kallista prices may stem the tide of cars heading to mainland Europe

AUCTION RESULTS

1983 Panther Kallista £3520
Richard Edmonds, Wilts, Oct 2010
1979 Panther De Ville £31,900
H&H, Derbyshire, July 2010
1979 Panther Lima £7406
Bonhams, Sussex, September 2009
1977 Panther Lima £4510
Barons, Surrey, December 2008

CLASSIFIEDS

'76 J72 CHF43,900,
4.2 auto, 9300km, car
in Switzerland 0041
44 856 1111 (T)
1987 Kallista 2.8
£9495, 36,275 mls,
five-speed manual
07967 093127 (P)



LANCIA DELTA INTEGRALE

The fastest point-to-point car of its day is now a solid-gold classic, but check carefully cautions **Malcolm McKay**

PHOTOGRAPHY **TONY BAKER**



When the four-wheel-drive Group A homologation Delta HF 4WD was introduced in 1986, there was little to distinguish it from regular Deltas other than the twin bonnet-mounted air scoops. This was a compact, four-door shopping car, with huge fun potential. Lancia did the job properly, with sophisticated equipment such as the Torsen rear differential that, at the time, was F1 technology. As the car was developed, its looks became much more aggressive (and dated), but that performance and handling package was so alluring, who cared what it looked like?

Its results in the World Rally Championship say it all: the HF Turbo 4WD won in 1987 (GpA and GpN), the Integrale in 1988, the 16v in '89, '90 and '91, the Evo in '92. Lancia's six manufacturers' titles on the trot remains a record.

The car's nature as a homologation special (albeit one built in far greater quantities than regulations required) meant that there were frequent spec changes, but that doesn't mean there was anything wrong with the product in its earlier incarnations. All are superb driving machines that are guaranteed to bring a grin to

the face of any red-blooded driver – and the fuel consumption, though on the high side when driven hard, was no worse than period rivals.

Always left-hand drive – there were RHD conversions, but most had undesirably low-geared steering – they sold in small numbers in the UK. Most were brought in from Europe, though the best imports now come from Japan. Beware Swiss pre-Evo IIs, which had catalysed eight-valve engines. In recent years, the import trend has reversed, because continental values have hardened and many are going back.

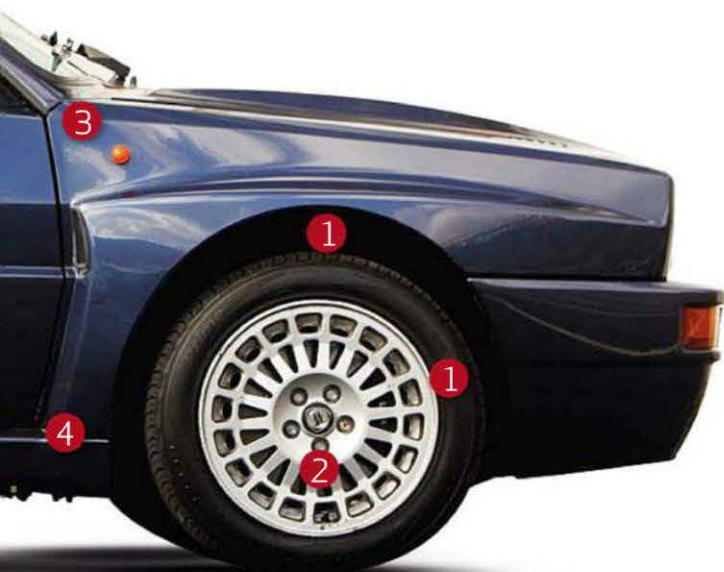
Modifications are a big issue: the best advice is to find a standard car. Their values are definitely stronger, but it is hard to track down stock earlier examples. If you really want to win on track days, go for one that has been done properly and hasn't been abused. Every tweak has a knock-on effect, overstressing the next component in line – and if that's something critical such as a cambelt (or the body), you could be lining up for some serious damage, and bills. Check the shell thoroughly for crash damage (chassis legs underneath, front panel, roof) as well as for cracks and rust. Above all, though, look for a cherished car with a full service history from a reputable specialist. Then go out and use it: they don't like sitting idle!



Clean lines of Delta HF 4WD, which evolved into Integrale



Juha Kankkunen en route to winning the '91 Safari Rally



Rot spots

- 1 Front inner wheelarch, in particular at bottom corner
- 2 Front wishbone and offside chassis leg for cracks/rot
- 3 Scuttle at corners of windscreen: cracks/rust
- 4 A-posts, notably at base
- 5 Sills, along their length
- 6 Floorpans adjacent to sills
- 7 Roof rear edge (and around the sunroof if one is fitted)
- 8 Rear subframe
- 9 Rear inner wheelarch seam
- 10 Hatchback, especially at lower screen corners



Superb Recaro **seats** were fitted on all models, with a range of Alcantara trim materials on most; worn bolsters are common but can usually be retrimmed



Check that **instruments** and switchgear work: poor earths are often at fault, but senders for some components are now NLA, inc low engine oil and Evo speedo



Check **engine** oil level and for leaks; pressure should be 1bar at tickover when hot on a 16v unit, or slightly lower for an 8v. Listen for big-end clatter; weak performance may be worn cam lobes and could mean a full rebuild. Cambelt must be replaced every 24,000 miles on 16v, less if little-used; 36,000 miles on 8v



At first, Lancia put only 44% of the power to the Torsen **rear diff**; later it took 53% and is still bombproof as long as the unit doesn't run dry



Abused '**boxes** lose synchro on second and third and may strip teeth if fed too much power; 16v gearbox gave extra rear bias, and takes more of a pounding



Several **wheel** spec changes took place, notably from four- to five-stud fixings on Evos, so they're not easily swapped. Check for kerbing and uneven tyre wear



Many owners modify, but lower and/or stiffer **suspension** overstresses shell for road use. Bushes suffer, notably the Evo's rose-jointed anti-roll bar links



Recaros are remarkably comfortable and leather trim was a factory option. Power steering superb, too

On the road

An Integrale is a precision instrument that must be maintained properly. On the road, it should feel taut, responsive and fast, but safe. Check that modded cars have been done properly: for example, high-lift cams will knock out a 16v cambelt in 20,000 miles or less, so fit a wide-belt kit from deltaparts.co.uk. Correct tensioning is vital – a slack belt will do more damage if it jumps than a tight one breaking. Overboosting will blow the head gasket if a competition one is not fitted.

White smoke indicates a tired turbo and oil leaks, clattering and poor performance a worn engine. Motors consume c0.5litre oil/1000 miles and, if not topped up, can seize the turbo and wreck engine bearings. Fully synthetic 10w40 oil, or 10w60 for worn units and track days, is vital. A roughness may indicate incorrect timing, or that balancer shafts have been disconnected or removed. Their bearings wear and are NLA, making a proper repair costly. "It's perfectly OK without them," says Deltaparts' Martin Crabtree.

Gearboxes and diffs cope with the standard spec, though excess power can strip teeth in the 'box; 16v gearboxes have a tendency for the diff pins to come loose and destroy the crownwheel, so listen for nasty noises. A clutch change is a major job: budget at least £500 if it's slipping.

Rattles and clonks indicate worn suspension bushes: uprating the springs and dampers really requires a rollcage, or a full set of shell stiffening panels, otherwise it will hasten the body cracking and losing its integrity. The brakes should be well up to the job in standard form: if not, the calipers or the rear compensator may be sticking.



Grip is outstanding, with some lean if you're really trying

OWNER'S VIEW Steve Pilgrim



"My Evo II was 11 years old with 123,000km when I bought it – now it's 19 years old with 156,000km and it's worth more than I paid for it!" remarks Pilgrim. "I've had some big bills, one when the clutch seized because I made the mistake of not using it all winter, another for a full suspension rebuild with new bushes and dampers, but it's garaged and looked after, so the car hasn't needed a lot of welding or any major components. I've kept it original and just love driving it – there really is something magical about them. With values now, though, I'm scared to park it where it might get damaged, but apart from that – and the fact that I get 25mpg driving sensibly – it's still a very usable five-door hatchback."

The knowledge

WHAT TO PAY

Show/rebuilt Evo	£30,000+
Average Evo	£12-18,000
Average 16v/8v	£10,000/£8000
Restoration	£2500

PARTS PRICES

Bodyshell strengthening-plate kit	£1450
Glassfibre front bumper	£350
Sill repair section	£65
Rebuilt engine (standard)	£2500
16v wide cambelt kit	£450
Reconditioned turbo	£500
Rebuilt gearbox viscous couplings	£400
Brake master cylinder	£90

CLUBS

Lancia Motor Club www.lanciamotorclub.co.uk
Club Lancia Sport www.lanciasport.com

BOOKS

Lancia Integrale Complete Story
 Collins & Baker, Crowood
Lancia Delta HF Integrale Blaetter, Veloce
Lancia Delta 4WD/Integrale Robson, Veloce

SPECIALISTS

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TIMELINE

1979 Giugiaro-styled Delta hatchback launched
1986 May: HF 4WD, with 8v engine (5298 built)
1987 Nov: HF Integrale, 185bhp, 224lb ft, larger turbo, improved cooling, extended arches, perforated bonnet (no scoops); 9841 made
1989 Apr: 16v, 200bhp, 47.53 torque split, bulged bonnet, revised suspension and 'box, 1in lower ride height, 0-60mph in 5.8 secs, 134mph, optional ABS and sunroof (12,860 produced)
1991 Nov: Evo, 210bhp, 2in wider track, stiffer suspension, uprated brakes, front strut brace, bigger arches/bulge, adjustable rear spoiler
1992 Jan: 'S' Special Edition trim option, 400 built; Nov: '6' SE trim offered (310 produced)
1993 Evo II: catalysed exhaust, water-cooled turbo, air-con, 16in alloys, vents on front arches
1994 Nov: production ends. Specials inc Final Edition: black Recaros, push-button start (250)

FACTFILE

Sold/number built 1986-'94/44,296
Construction steel monocoque
Engine transverse, iron-block, alloy-head dohc 8/16-valve 1995cc 'four', with Weber electronic injection, Garrett T3 turbo with intercooler; 165bhp @ 5250rpm-215bhp @ 5750rpm; 210lb ft @ 2750rpm-231lb ft @ 2500rpm
Transmission five-speed manual, driving all four wheels via Ferguson epicyclic centre differential and Torsen rear diff
Suspension: front MacPherson struts
rear MacPherson struts, transverse and longitudinal links; anti-roll bar f/r
Steering power-assisted rack and pinion, 2.8 turns l-l
Brakes diagonally split discs, f 10.1in (257mm) vented, r 8.9in (226mm), with servo
Length 12ft 9in (3886mm) **Width** 5ft 4in-5ft 10in (1626-1778mm) **Height** 4ft 6in-4ft 5in (1372-1346mm) **Wheelbase** 8ft 1in (2464mm)
Weight 2740lb (1243kg) **Mpg** 18-26
0-60mph 6.6-5.7 secs **Top speed** 127-135mph
Price new £23,249 (1992)

INSURANCE

£351.66, for a 30-year-old London driver with full no-claims and clean licence on a 1992 Evo as a garaged second car, agreed value £15,000, 5000 limited mileage. Hagerty: 08448 241130.

THE ALTERNATIVES



AUDI QUATTRO

The bulky quattro was at a disadvantage against the nimble Delta, but fought back

with the 2.2 'five' and then the superb twin-cam 220bhp 20-valve, but build numbers were tiny against the Lancia. Becoming very collectable.

Sold/no built 1987-'91/11,452 **Mpg** 18-25
0-60mph 6.3 secs **Top speed** 135-141mph
Price new £34,995 (1990) **Price now** £15,000



TOYOTA CELICA GT-FOUR ST165/185

Aerodynamics gave the Celica a higher top speed and it was more

refined with better cornering on tarmac, but it was much dearer and lagged behind the Delta as a driving machine. A bargain, if you can find one.

0-60mph 7.5 secs **Top speed** 136-140mph
Sold/no built 1986-'93/26,350 **Mpg** 22-32
Price new £24,777 (1992) **Price now** £2000

One to buy £28,000

Year of registration 1994 **Recorded mileage** 60,438km **Vendor** Auto-Integrale, Reading; tel: 0118 971 0281 **For** Almost mint, drives beautifully
Against Alloys would benefit from refurbishing

This original-spec 1994 Giallo Ginestra Evo II came to the UK from Germany in '99 and boasts just one owner in each country. It's stunning, with virtually spotless paintwork bar one tiny blemish at the offside 'screen base. The front is free from stone-chips but there is some kerbing on the alloys. They are shod with Falken 205/45 ZR16s showing plenty of tread and even wear. It's a similar story on the inside, with immaculate black Alcantara seats. All of the instruments and controls seem to work as they should and, apart from the addition of an immobiliser keypad (now redundant), the only real modification to the whole car is a stainless-steel exhaust.

Under the bonnet, the 16-valve unit has just had a cambelt service and is good for 215bhp. If we were being picky, then the engine bay lets the aesthetics of the car down slightly – but a clean and detail would easily bring it up to the showroom standard of the rest of the vehicle.

The twin-cam starts on the first turn of the key and settles to a smooth idle at about 1000rpm, showing 7bar oil pressure cold and 4bar as the engine warms. It pulls nicely with a kick higher up the rev range, plus the brakes are responsive and pull the car up squarely. The steering and suspension feel like those of a low-mileage car, while the only untoward noises are from the plastic trim and aren't obtrusive. The Lancia comes with 12 months' MoT and tax.



Giallo Ginestra paint stunning but alloys have a few chips



Alcantara upholstery is barely worn and everything works



Twin-cam has just had cambelt service; bay needs a clean



This Evo is for sale with ReadyCar: call 01926 735816 or go to www.readycar.co.uk

Our verdict

With a complex, often thrashed and crashed homologation special, the adage 'Buy the best, forget the rest' is more appropriate than ever – and it's far more important than finding a particular Special Edition. Look for cherished cars with full history, lots of bills and evidence of regular, sympathetic use – and check that the condition really does match the history.

FOR

- Quickest and most rewarding back-road driver's car of its day
- Still stunningly fast and fun cross-country
- Practical family classic
- Appreciating value

AGAINST

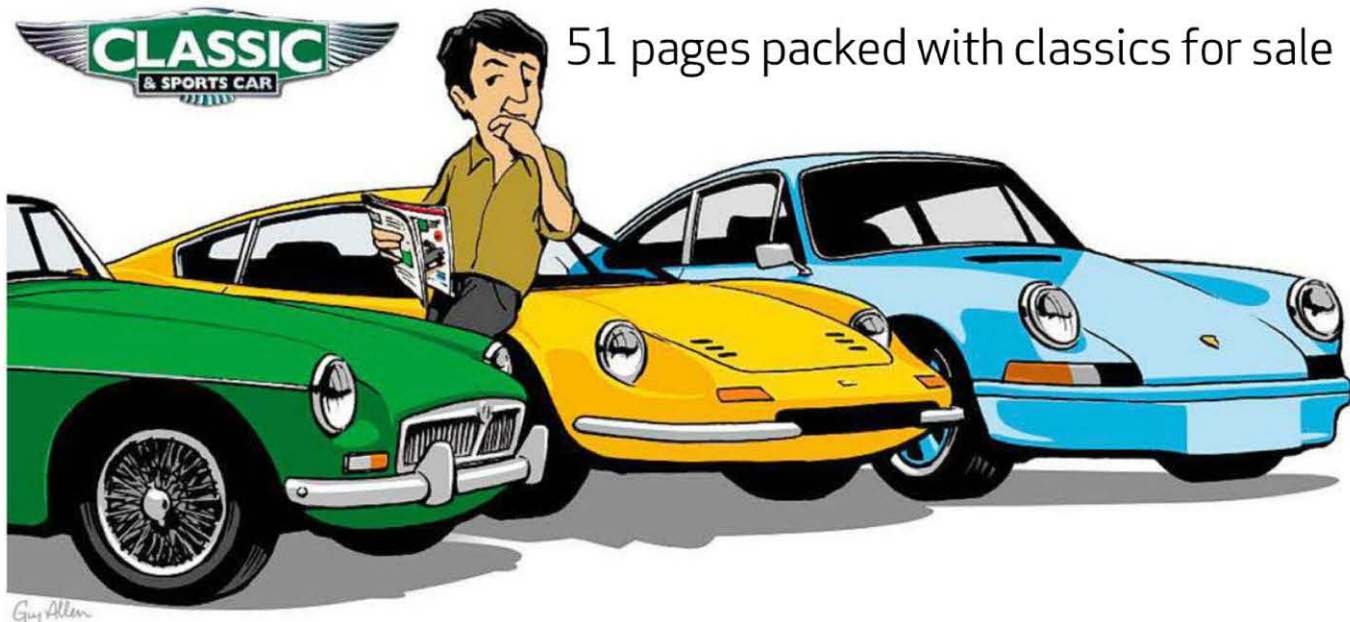
- Parts availability poor
- Many abused examples
- Complex and expensive to put right

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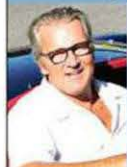
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What was the 'one that got away'?

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What's the best classic you've owned?

A Ferrari 550M. For me it has everything you would want – power, stunning looks, real drama, and all for £60k. Unbeatable.

Which cars should readers steer clear of? Poor restorations. The only option is to start from scratch.

Can you tell us something people don't know about you? I was a professional golfer for 25 years.
SEE P215

CASE HISTORIES Cars for sale we've tested this month



'76 Alfa Romeo GT Junior p191



1963 Chevrolet Corvette p205



1990 Lancia Thema 8.32 p212

Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated

PICK OF THE CLASSIFIEDS Starts on p225

1932 FORD CABRIOLET £46,500

An exceptionally original Ford that is driven regularly and is 100% rust-free. Recently acquired from the second owner from new. Car is located in Canada.



1976 PANTHER DE VILLE £39,750

This left-hand-drive, Jaguar V12-powered Panther De Ville is in excellent order, both bodily and mechanically, and it comes with a huge history file.



IN THE WORKSHOP Starts on p234

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European Collectibles wins at The Quail 2012



European Collectibles is proud to announce the latest win at The Quail Motorsports Gathering in Carmel, California on August 17th.

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European Collectibles just completed a Full Concours restoration at our facility in Costa Mesa, California. On its very first outing at the Dana Point Concours the GT Speedster won First In Class in Full Concours with 298.6 points.

We would like to thank our team at European Collectibles for building such an awesome car!

FIRST IN CLASS WINS 2012 CONCOURS

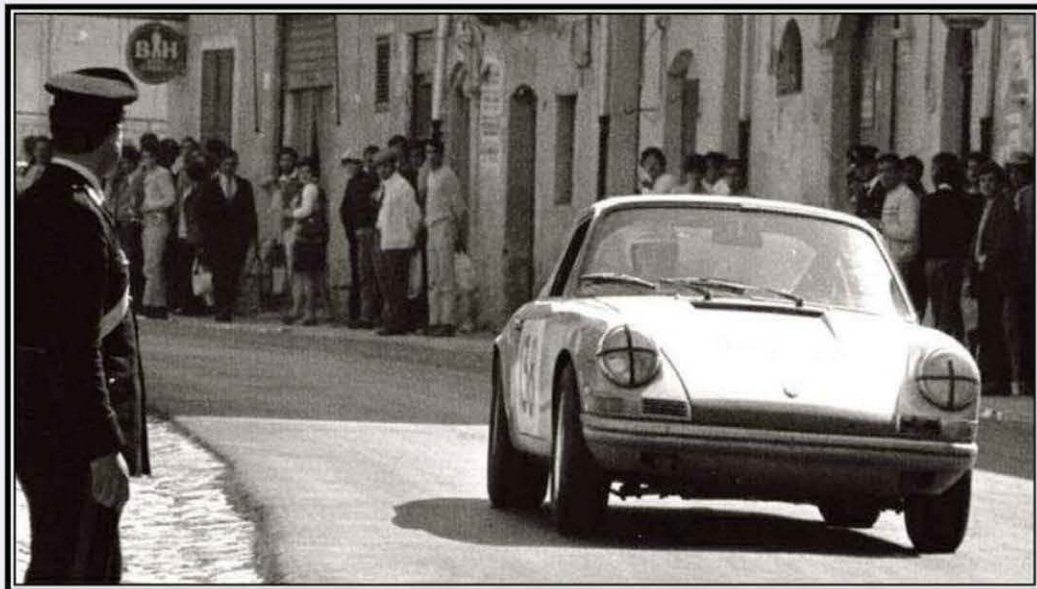
- First In Class 1958 356A Carrera 1500GT Speedster - The Quail Concours - Carmel
- First In Class 1958 356A Carrera 1500GT Speedster - Dana Point 356 Club Concours
- First In Class 1959 356A Carrera 1600GS Coupe - Rancho Mirage Desert Classic Concours
- First In Class 1962 Aston Martin DB4 - San Marino Full Concours
- First In Class 1964 Porsche 356SC Sunroof Coupe - PCA Zone 8 - Shady Canyon Concours
- First In Class and Best of Show - 1958 Porsche 356A T2 Speedster - Greenwich Concours
- First In Class - 1969 Porsche 912 - PCA Zone 8 Concours - Grand Prix Region - Lakewood
- Class Winner - 1959 356A Carrera 1600GS Coupe - La Jolla Motor Classic Concours

CLASS WINS 2011 CONCOURS

- Class Winner - 1959 Carrera 1600GS Coupe - 356 Registry W.C.H. Concours - Palm Springs
- Class Winner - 1959 Carrera 1600GT Speedster - 356 Registry W.C.H. Concours - Palm Springs
- Class Winner - 1959 356A GT Pushrod Speedster - San Marino Full Concours
- Class Winner - 1960 356B S-90 Roadster - Rancho Mirage Desert Classic Concours
- Class Winner - 1959 356A Carrera 1600GS Coupe - Dana Point 356 Club Concours

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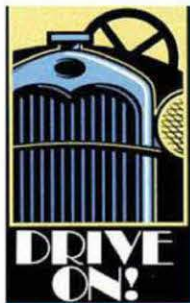


Jaguar XK 120 FHC 1954
Very rare original RHD !

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CASE HISTORIES



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Year of manufacture 1976 Recorded mileage 90,937

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WHEN IT WAS NEW

Price £3298 Max power 125bhp Max torque 116lb ft

0-60mph 10.3 secs Top speed 112mph Mpg 24-27

This late 105-series coupé has had extensive structural attention to a good standard, and everywhere you look there are signs of rustproofing. Superficially, however, there is evidence of the work, notably in the form of a slightly ragged feel to the inside edge of the bootlid; there is also overspray on the hinges. Inside the boot, the floor is good but the appearance is spoilt by a scruffy spare wheel.

There is a crack in the paint on the nearside C-pillar, plus scratches in the glass and window trims. The front grille is tarnished, as are the doorhandles, which are made of brittle Mazak. While the front bumper is excellent, the rear is rippled but serviceable. The doors shut nicely, with regular gaps all round, and the seals are relatively fresh and supple. From inside the car, though, we could see daylight coming through the leading edge of the passenger door gap. The steel wheels look clean and are fitted with healthy Nankang tyres. A peek under the Alfa inspires confidence, with all structural parts looking solid. The mild-steel exhaust seems recent. The engine bay is generally tidy, with new brake servos and no obvious oil leaks. All the essential fluids are well up and clean.

The interior features non-original but acceptable dark-blue carpets. The leather seats are also unlikely to be what the car had when it left the factory, but they look tidy enough. The driver's-side window winder has come adrift, as has the doorhandle on the passenger side. The headlining is original and undamaged, but there is a small piece of trim missing from around the offside-rear quarter-glass aperture.

The engine is smooth and powerful, holding 90psi oil pressure on the move and 40psi at the slightly chattery 700rpm tickover. Leaving it running for 20 minutes or more only causes the water temperature to rise to 150°F. The gearbox occasionally jumps out of reverse if provoked but all the other gears engage smoothly. The brakes are excellent and the suspension quiet and supple. Its MoT runs until 30 March.



SUMMARY

EXTERIOR

● Generally good; brightwork could be improved

INTERIOR

● Not authentic but serviceable and attractive

MECHANICALS

● No problems and clear evidence of money spent on the right things

VALUE ★★★★★☆☆

For Mechanically excellent; no rot Against Room for sympathetic and relatively inexpensive detailing

SHOULD I BUY IT?

With prices currently on the up, it seems like good value



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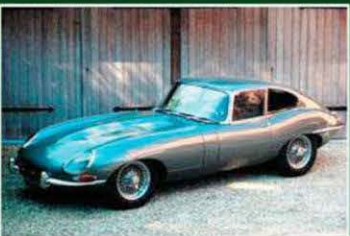
Innocenti Cooper 1275 by Pavesi (1972)

Wood & Pickett with Italian style.



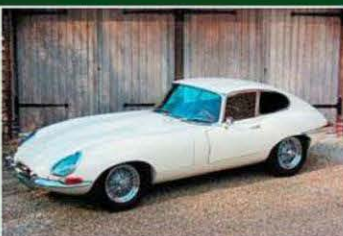
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1932 Rolls Royce Phantom II Sedan de Ville by Windovers Same family ownership for 79 years. Finished in Dove Grey and Mediterranean Blue with Champagne hide interior. Please call for information pack.



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ASTON MARTIN DB4 SERIES IV COUPE, 1967, Sea Green/Red, 1-Original Owner from New! 80,000 Original Kilometers, Recent mechanical overhaul and New Paint, 4-speed David Brown gearbox. \$P.O.A.



ASTON MARTIN DB6 VANTAGE VOLANTE, 1967, California Sage Green/Natural/Tan top, 5-speed ZF manual transmission, Rare Factory Vantage engine specifications, Restored, RHD. \$P.O.A.



BERTONE "MANTIDE", 2009, Bianco Fuji/Charcoal and Red bespoke Alcantara interior, This is the only "Mantide" based on the Corvette ZR1 created by designer Jason Castriota and produced by Italian coachbuilder - Stile Bertone. The following link tells the story of the creation of the Bertone Mantide: www.insideprojectm.com \$P.O.A.



ASTON MARTIN V8 VOLANTE, 1988, Windsor Red/Magnolia/Parchment Everflex convertible top, 49,000 miles from new, Fuel Injected, Automatic transmission, one family from 1988 to 2011, fully serviced, repainted and converted to European chrome bumpers, recent 1st in Class at the Road America Concours d'Elegance. \$185,000.00



ASTON MARTIN COUPE, 1965, Silver Birch/Blue, 5-speed, RHD, Restored, Many, many bespoke options including modern air conditioning. \$P.O.A.



FERRARI 246 GTS DINO, 1972, Rosso Corsa/Black, 31,000 miles from new! Restored, Documented by Massini, Full Service records from new, Exceptional in absolutely every way! \$298,000.00



ASTON MARTIN V8 VANTAGE COUPE, 1983, Blue/Magnolia, Original LHD, 50,000 original miles, 5-Speed manual, Recent bare metal respray and full servicing, complete history, last owner for 16 years, superb throughout. \$215,000.00

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Aston Martin V8 Volante, 1986, Blue/Tan/Tan top, Auto, Chrome Bumpers, Restored	\$165,000.00
Aston Martin V8 Volante, 1985, Silver/Cognac/Tan top, 47k miles, Auto, Chrome bumpers	\$175,000.00
Aston Martin V8 Vantage Volante, 1987, Red/Tan, 37k miles, 5-spd, Chrome bumpers	\$205,000.00
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Aston Martin V8 Vantage Volante, 1989, Triple Black, 10k miles, 5-spd, Chrome bumpers	\$219,500.00
Aston Martin V8 Vantage Volante, 1989, Grey/Parch, 31k miles, 5-spd, Chrome bumpers	\$215,000.00
Aston Martin DB AR1 Roadster, 2003, Roman Bronze/Tan, 2k miles, #53 of 99, As new!	\$174,500.00
Aston Martin DB7 Zagato Coupe, 2003, Titanium Silver/Charcoal, 28k miles, 6-spd, RHD	\$215,000.00
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Iso Grifo 7.0 Liter, 1972, Ruby Red/Tan, Restored, 5-spd, Air conditioning	\$285,000.00
Jaguar E-type 4.2 Liter Series 2 Rdstr, 1971, Sable/Tan/Tan top, 13,000 from New!	\$P.O.A.
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Porsche 911S Targa, 1970, Metallic Red/Black, 37k miles from new, One of the best!	\$P.O.A.
Porsche 911E Targa, 1973, Black/Tan, 2.4 mechanical injection, Restored, Superb	\$135,000.00

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1987 Zimmer Golden Spirit Convertible. LHD. Ford Mustang 5.0 injected V8. These hand-built cars are very rare and this is one of the last built and probably the only example in the UK. Pristine original paintwork in White with Navy Mohair hood. Light Beige leather. Auto, PAS, A/C, c-control, electric Recaros, e-windows, e-mirrors, C/W, exterior exhausts and air-horns. Purchased new in the USA as a Coupe by it's original UK owner and following import to the UK, converted to a drophead by a coach-building firm. He owned the car until 2009 and it spent most of it's life in Marbella. 1 further owner since 2009. Original brochures and handbooks. Very low genuine mileage of 26,000 and pristine. Price includes delivery anywhere in the World. £ 32,995



1964(B) Jaguar Mk2 3.8 Saloon. Tax exempt. Opalescent Maroon with Magnolia leather interior and Maroon carpets. Auto, PAS, C/W, stereo with CD multi-changer. Rust-free example imported from California in 1990 and totally restored from a bare bodyshell and converted to RHD plus full retrim and substantially rechromed. All photographs to document the restoration and plenty of kils in the history folder. UK and Ireland registration papers. Pristine. £ 23,995



1963(A) Jaguar 3.8 Mk2 Saloon. Tax exempt. Cream with Dark Red leather and carpets. Manual with overdrive, desirable full length Webasto sunroof, Motolita wood-rim steering wheel. Bare metal restoration during the 1990's documented with a detailed photographic record and very little mileage covered since then. Very nice leather and chrome, extremely straight bodywork and clean engine compartment. Can be fitted with painted or chrome wire wheels if desired at trade price. £ 19,995



1965(C) Jaguar 3.8 S-Type. Tax exempt. Upgraded to 3.8 with correct manual O/D gearbox. Carmen Red with Black leather, pristine Walnut dash, C/W, PAS, original period radio and modern CD player. Stunning body and paint following a bare metal repaint (documented with photos). The engine recently had a full strip and rebuild including new main bearings, new pistons, timing chains, unleaded head, gearbox overhauled, and new clutch. Really pristine. £ 16,495



1973(M) Jaguar E-Type S3 V12 2+2. Primrose with Black leather. 1 owner from new until 1997 and only 2 subsequent owners. PAS, brand new C/W, SS exhaust. Only 12,000 miles since a new factory engine was fitted in 1984. Superb unrestored bodyshell with excellent panel fit. Every bill from new in the substantial history file including the original purchase invoice, original handbooks and MOT's back to 1985. An immaculate and straight unmolested example. £ 28,995



2001(Y) Vauxhall VX220. Silver with Mulberry Red leather. Fuel injected 2.2 litre 147 BHP 16V. Amazingly only 6,800 genuine miles from new. 5-speed. Probably never been driven in the rain, suspension and underneath look like new. Alarm / immobiliser, factory alloys, stereo with Parrot bluetooth kit. Rarer and better built than the Lotus Elise but with identical running gear, recent full Vauxhall service, VOSA MOT history print-out. Looks brand new throughout. £ 13,495



1983(A) Porsche 911SC 3.0 Sport Coupe. Guards Red with full Black leather piped Red. 5-speed, factory Fuch alloys, e-sunroof, e-windows, h/w, whale-tail spoiler, front fog lamps, face-off stereo, sports exhaust, Toad alarm / immobiliser. FSH from new, original handbooks, numerous bills and old MOT's in the history folder. This is a really exceptional example of one of the most wanted and purest models, appreciating quickly in value. £ 17,995



1976(P) Triumph Stag Mk2. Pimento Red with Black Ambia and Walnut dashboard. Manual O/D, electronic ignition, PAS, e-windows, rear seat belts. Pioneer stereo with CD multi-changer and e-aerial, refurbished alloys, tubular manifolds, Kenlowe fan. Only 1500 miles since fully rebuilt unleaded engine and new clutch fitted. 83,000 miles with huge history file of bills and MOT's. Very nice and fully sorted example. £ 11,995



1970(J) Rover P5B 3.5 Litre Saloon. Tax exempt. White with Black leather and Chestnut carpets. Auto, PAS, Chrome Rostyle wheels, electronic ignition, Kenlowe fan, SS exhaust, period 8-track radio upgraded to play MP3 players. 2 owners from new with history file going back 30 years and original handbooks. Body and chrome was restored in the early 1990's with new wings, new sills, new door skins and other repair panels and still in superb condition. £ 7,495



1996(N) Bentley Turbo R James Young Special. One of 7 made for HR Owen, over £ 180,000 new. Madagascar Mica, Black and Purple. Over 40 upgrades made from standard Turbo R including limo rear window, smoked glass, colour coded alloys, chrome grills to the front wings and bonnet, redesigned dash with extra gauges and push-button start. All usual Bentley refinements including ice-cold A/C, e-seats, ABS etc. Same owner last 11 years, only 69,000 miles with impeccable FSH, maintained with no expense spared. Showroom condition. £ 22,495



1983(Y) Panther Kallista 2.8 V6. Rare carburettor model so ideal for export to Europe. UK and Southern Ireland registration documents. Gun-metal Grey and Silver with Light Grey leather and Black hood. 5-speed manual, C/W, stainless steel running board protectors. Stored unused since 2003 with 60,000 miles recorded which is believed to be correct. These excellent sports cars are rare and very useable. Both UK and Ireland registration papers. Very nice condition. £ 11,995

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MATRA - FORD MS 630 Chassis 05



The Matra - Ford MS630 was raced in 1967 and 1968 in numerous events and shown an interesting speed. At the 1967 Paris 1000km Pescarolo was much quicker than the JWA GT40s and at Le Mans 1968 the pair Servoz/Pescarolo was about to win the race with the MS630 V12 but retired due to a tyre explosion.

This wonderful "one off" car was recently built upon original drawings by ex. Matra people with authorisation from Matra. Accordingly it received a Matra number and chassis plate, as the original Matra-Ford chassis 02 was later converted with Matra V12 engine then no more Matra - Ford were existing. It was then decided to authorize the building from the missing link between the MS620 and 650, so the legendary line of Matra Prototypes is now complete.

The car has been extensively tested and revealed a fantastic chassis balance. The very modern car's design weighting only 820kg and fitted with a high performance GT40 powerplant would be a serious pretender in historic racing series.

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Road

1936 Cord 810 Phaeton Conv. • 1941 Cadillac Series 62 Coupe • 1952 Mercedes 220A Cabriolet • 1960 Mercedes 190 SL
1961 Chevrolet Corvette Conv • 1964 Aston Martin DB5 • 1964 Ferrari 330 GT • 1965 MGB Roadster OD • 1971 Jaguar E Type V12 Roadster
1989 Ferrari F40 LM • 1992 Venturi 400 Trophy • 2005 Aston Martin DB9

Race

1948 Talbot Lago T26 C • 1959 Cooper T51 GP • 1961 Maserati T63 Birdcage • 1969 McLaren M10 F5000 • 1968 McLaren M4A F2
1972 Chevron B21 • 1972 De Tomaso GRP4 FIA Pantera • 1977 Shadow F1 DN8 • 1978 Lola T298 • 1980 Martini Mk31
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1953: Opalescent light green over Silversand with Cinnamon hide interior, matching soft-top and hood cover. Chromium 'ACE' wheel trims. Up-rated 150 BHP engine! Manual/overdrive gearbox. Previously supplied by ourselves.



ROLLS ROYCE DROPHEAD by H.J. MULLINER, PARK WARD
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JAGUAR XJ-S V12 1985: Antelope with Barley hide interior. Alloy wheels. Air conditioning etc. Only 46,000 miles from new with lots of service history, including considerable recent expenditure. As featured car in the 30th Anniversary edition of C&SC magazine. **£8495**

DAIMLER SOVEREIGN 4.2 1974: Greensand with black hide interior. Electric sunshine roof. One family owned from new, 54,000 miles from new. Another very rare example in fabulous condition throughout. **£13,995**

DAIMLER SOVEREIGN 4.2 1983: Cranberry red with Doeskin hide interior. Kent alloy wheels. Chromium side mouldings. One owner. 53,000 miles only from new. Air conditioning and other usual refinements. **£10,995**

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MERCEDES-BENZ S280 1995: Azurite blue with Mushroom hide interior. Alloy wheels. Air conditioning. Electric sunshine roof. Electric seats, and retractable door mirrors. One owner and just 4,300 miles only from new. (Yes, 4,300 miles from new). An unrepeatable opportunity to buy a 'Good as New' Mercedes-Benz. **£12,495**

TRIUMPH 2000 MK2 1974: Carmine red with tan interior. Manual/overdrive. One lady owner. 3,300 (yes, 3,300) miles only from new. Reg.no SCV 191 which it retains. Original invoice, service books, supplying dealer key tags, rear window sticker, tax disc holder and tyres etc. **£6,995**

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1984 Rolls Royce Corniche named aptly after the road linking Nice to Monte Carlo where this car was designed to be driven. This particular example is an extremely rare 5000 series FHC with an interesting history possibly being the last registered. Royal Blue metallic St James Red hide.



1953 Rolls Royce Silver Wraith. This stunning Silver Wraith has covered 94000 miles from new and is the best example we have seen for many years. Features include P100 head lights, electric division, picnic tables, foot rests and drinks compartment.

1990 Bentley Continental has covered just 35000 miles with F.S.H. It features cocktail cabinets in both doors, contrasting maple and walnut woods and all the usual Bentley refinements. Finished in Tudor Red with Magnolia leather piped red and in excellent condition throughout.



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Year of manufacture 1962 **Recorded mileage** 17,227

Asking price £9995 **Vendor** Lenham Motor Company, Harrietsham, Kent; tel: 01622 859570; www.lenhammotorcompany.com

WHEN IT WAS NEW

Price £650 **Max power** 62bhp **Max torque** 110lb ft
0-40mph 15.5 secs **Top speed** 65mph **Mpg** 23

This civilian-spec Gipsy is a long-wheelbase Series II, meaning that it has a conventional live rear axle on leaf springs, rather than Flexitor rubber suspension all round. It's in excellent restored condition, the only flaws being a couple of small bubbles at the bottom of the offside sill, a tiny crease in the offside front wing and a few runs in the hand-applied paint on the glassfibre cab roof/back. The load-bed is straight, and the sides nicely edged in timber. Underneath, the chassis is freshly painted, there are hardly any leaks from the motor or transmission, the stainless-steel exhaust is fresh and the Avon Rangemaster tyres are almost unworn. The engine, a 2199cc A70 unit (military versions were diesels), is tidy, with fresh green coolant and cleanish oil just on the 'max' mark.

Inside it's all shipshape, with optional second wiper motor on the left plus capillary temperature gauge and heater, with one new duct. The middle seat squab is a different-coloured vinyl.

None of the minor cosmetics matter because it's an excellent driver with more go and comfort than an SI Landie. It steps off well – maximum torque appears at just 1500rpm – the gearchange is super-positive and the transfer box has all of its ranges. Also, with Hooke's joints in the open front driveshafts, it's hilarious on full lock in 4x4. Oil pressure is 50psi and temperature 180°F, both halfway across their gauges. The all-drum brakes pull up sharply, with a dip from the softly suspended front (softer than S1s), and the pedal hardens up on the second application.

Best of all, engage the PTO lever on the left of the tunnel and the optional prop-driven air compressor still works, allowing you to pump up the tyres with the side-locker-mounted airline. The MoT runs until the end of December, or it will come with a new one if you want.



SUMMARY

EXTERIOR

- Clean on top and underneath

INTERIOR

- Tidy; one mismatched seat base

MECHANICALS

- Robust health; everything works

VALUE ★★★★★★☆☆

For Superb condition and drive

Against A few minor rust bubbles at bottom of offside bodywork

SHOULD I BUY IT?

If you want just about the best, yes, and it's cheaper than a Landie SWB in similar condition. Lenham's Peter Rix has turned down 10 less-lovely Gipsys offered in part-exchange

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Very nice and clean example, European restoration. LHD



Mercedes Benz 220 S Ponton 1960

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Aston Martin V8 Volante 1980

Second owner car with only 10000 km's from new!!!! LHD



Mercedes Benz 300 S Coupe 1953

One of only 216 made, beautiful overall condition. Full History, five owner from new, matching numbers. LHD



Intermeccanica Indra Spider 1972

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Nash Healey LeMans Hardtop 1954

AC Buckland convertible 1952

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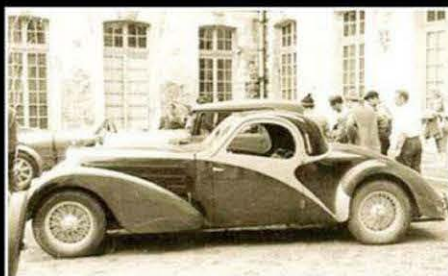
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2009 58 Bentley Brooklands 6.8 Auto. 2d 530 BHP. Ceramic brakes. 19500 miles. Moonbeam Silver. Beluga leather, wood trim, camera & parking sensors, Brooklands sports combination, massage f/seats, bluetooth, cd, Sat Nav, heated seats, 20" painted alloys, cruise, e/windows & seats, A/C, ABS, PAS, parking aid, Xenon, ESP, TCS. Airbags. **£119,990.**



2005 05 Bentley Arnage T 6.8 V8 4d Auto 349 BHP. Full Bentley Service History. 65000 miles. Silver Storm over Diamond Black, Stratos hide, Beluga secondary, chrome radiator shell, S/S matrix style grill, picnic tables with aluminium inserts. Arnage T sports combination (level2), jewel filler cap, small r/window. Mulliner f/wing badges. Alloys, just serviced. small r/window **£49,990.**



2001 Y Rolls-Royce Corniche Convertible. Left Hand Drive. Full Service History with Bentley Monaco. 4225 miles. 1 owner. Black Sapphire, Barley leather with black sapphire piping & dark blue hood. Black sapphire top roll. Non standard hide, fine lines, cellular telephone, birdseye maple veneer, reversing aid, 6750cc 2 doors. Automatic. **£124,990.**



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1960 Ford Mustang
(Spiderback RHD)

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1968 MGA MK1 Coupe
(Colour Black)

Red leather interior with grey carpets, tax exempt, not over restored but in lovely condition with folder full of detailed history, captains log-book with detailed day today running of the car from one owner, also owned by Brian Cox the editor of practical classics.

£15,995



1999 TVR Chimaera 4.0

T Reg, Halcyon Atlantis, Cream leather interior, power steering, cd player, full service history, mileage 49k, recent chassis out riggers. Work carried out by Sebring International, stunning condition.

£9,495



2009 Mac-1 200bhp Kitar
(Kawasaki Ninja ZX 6R)

Motorcycle Engine that produces 200bhp, Power commander for the engine and correctly mapped, K&N performance filter, Willwood Brakes front & rear, Rear DeLuser, Full Cage, Cobra Seats, Performance Alloy Wheels, Carbon wrapped front cycle wings, bonnet and rear arches, Mileage 6,300

£10,995



1980 Capri S 3.0
(Essex Engine)

Colour Black, Service history, mileage 65117, stunning condition for year. These cars are getting very rare. Price Reduced.

£6,495



1993 Sebring MX 3.5 V8
(3.5 Rover V8)

5 Speed manual gearbox, Private Reg which relates to the model of the car, Gleaming Black paintwork with stunning chrome bright work, tan leather interior with walnut dash and door cappings, full weather gear, luggage rack, chrome rollbar, classic looks but with modern running gear, a real head turner.

£22,995



McLaren M6 GTR
(Replica, 5.7 440 Chevy Engine)

Tornado, Jet Black with white stripes and decals, rear view parking camera. This super car is finished to a high standard.

£22,995



1997 Bentley Brooklands Lwb.

P reg, colour midnight blue, slate grey leather interior with light grey inner flute panels, granite carpets, vehicle was built new for Indonesia and imported to the UK in 2000, a very rare factory ordered spec car, full service history, mileage only 43797 was part of the royal automobile club of Jordan.

£18,995



1993 Sebring MX 3.5 V8
(Ex factory built car)

Blue/Old English White, Cream leather interior piped in Blue, Walnut dash and door cappings, Cd, Weather Gear, 16289 miles. Famous last owner.

£22,995



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(P Reg)

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1954 Jaguar XK120 drophead. fully restored some years ago and little used since. Superb example. £TBA



1974 Aston Martin V8 with rare manual gearbox. Finished in green with burgundy trim. Lots of history £POA



1962 Aston Martin DB4 finished in Grey with Ox blood trim. This car has only covered 30,000 miles from new and has been restored in 2009 £POA



1978 Bentley T2 restored in 2005 and little used since. Good history file £27,950



1985 Aston Martin Vantage finished in Red with magnolia trim. Just 14000 miles with two owners £TBA



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Year of manufacture 1963 **Recorded mileage** 64,138

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WHEN IT WAS NEW

Price £3432 **Max power** 340bhp **Max torque** 352lb ft
0-60mph 6.5 secs **Top speed** 146mph **Mpg** 14

This Corvette was first owned by Cliff Richard – the first two signatures on the original buff logbook are from 'Harry Rodger Webb' and there are pictures of the respectable rebel at the wheel – and was then in the same ownership for 38 years from 1973.

It has been brought back up to scratch by Claremont, including a new clutch and repaint by Mech-spray in the original 941A Sebring Silver, but has been left as original as possible. So, for example, there are traces of the factory orange paint on the exhaust manifolds. The air-filter cover – in which Cliff could have combed his quiff had he ever been stuck for a mirror – and wheeltrims are original, repolished rather than rechromed, though the spinners are new. The bumpers have been rechromed and the rears are a little wavy, the right-front slightly misaligned.

Underneath, it's all solid and proper, with a recent stainless-steel exhaust. The oil is brown and between the levels, the coolant level is visible in the header tank, and the tyres are a new set of Michelin radials.

Inside, the seats have been retrimmed in leather because the vinyl was too far gone, and the soft-top is new. The hard-top still wears its original GM sticker, only ever applied to European-supplied cars.

The 327cu in V8 fires easily and, although it's the most powerful carburetted option for the year, it sounds relatively muted. The Chevy drives well and, with a relatively short rear-axle ratio, there is plenty of acceleration. You have to wait until the brakes have warmed up before the high-performance linings become predictable, though the pull-up is sharp.

There's no slop in the steering and it tracks in a straight line, feeling very taut throughout with no rattles from the suspension or structure. The oil pressure is at least 35psi at all times, and the water temperature settles at 180°F. Even the original Delco radio crackles into life. The Corvette's MoT runs until 14 February.



SUMMARY

EXTERIOR

● Repainted, retrimmed and rechromed, with original features

INTERIOR

● New leather seats

MECHANICALS

● Completely refurbished

VALUE ★★★★★☆☆☆

For It's in first-class condition and offers an excellent drive

Against You won't knock it for a misaligned quarter bumper, surely

SHOULD I BUY IT?

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Italdesign Aztec Barchetta by Giugiaro LHD. Futuristic twin cockpit concept car built for the 1988 Turin Motor Show at a cost of 2 million dollars. 4WD. Audi Quattro turbo engine, Lancia 4 wheel drive. Delivery mileage. One of a handful built. Ultra rare! Full editorial feature on this car shortly in Classic & Sports Car. **POA**



2001 Bentley Continental R Mulliner RHD wide body Le Mans front wing vents and wheels. Black Sapphire, linen hide piped royal blue. 40K miles. F.B.S.H. 2 owners. Mint condition and very rare. **£59,950**



1955 Ford Thunderbird. RHD. Manual 3 speed plus O/D. LHD. Soft top, port hole hard top. Electric windows & seats. Rear Continental pack. Tinted glass, heater. Lots of chrome detail. New soft top. Ground up restoration. Absolutely superb. **£44,950**



1972 Ferrari 365 GTB/4 Daytona RHD. European spec. Delivered new as a road car to Singapore and cosmetically converted to Group 4 spec. Fantastic road, rally or track day car. UK registered. EU tax paid. **POA**



1992 Bentley Continental III Convertible. RHD. Bordeaux with parchment hide, piped maroon. Maroon Everflex soft top. 1 owner with full main dealer Bentley service history. 63,000 miles. Absolutely superb and very rare. **£54,950**



1958 MGA 1500 Roadster. RHD. Jet black, red leather interior, piped grey. 5 speed conversion. Chrome wire wheels. Front discs, oil cooler, concealed CD. Soft top, tonneau. Total nut + bolt restoration. Magnificent. **£28,950**



1997 TVR Chimaera 500. RHD. PAS. Full hide interior. Rear speakers. Full service history. 50K miles. Silver Stardust, blue leather. Beautiful condition. **£12,450**



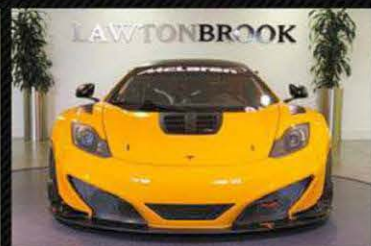
1970 Ford Mustang 302 V8 Convertible. LHD. Power hood. PAS. Automatic. Chrome wheels, front spoiler, bonnet scoop, rear wing vents plus special features. Fully restored. Detailed engine bay. **£28,950**

1960 Facel Vega HK 500 LHD Auto. Silver, red hide & carpets. Restored. Magnificent **POA** • **2003 Bentley Arnage T. RHD.** Silver Tempest, black hide. 82K. F.B.S.H. **£23,950** • **1959 Mercedes 220S Ponton Coupe LHD.** Original Hydrazin semi auto box. Jet black. Excellent condition. **£23,950** • **1979 Mercedes 450 SL H/S tops,** silver, beige leather. **£8,950.**

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Jaguar XK150 S Roadster 1958 LHD

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Nightfire Red Pearl with Cream half hide, mulberry hide to dash. Fitted with PAS, 32,400 miles.....

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GRIFFITH 500, 99/T

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GRIFFITH 500, 97/P

Formula Red Pearl with Biscuit half hide. Fitted with PAS, ali pack, rollbar, CD. 37,100 miles

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CHIMAERA 500, 99/T

Imperial Blue with Nimbus Grey and Prussian Blue half hide. PAS, CD player, rear speakers. 37,400 miles.....

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CHIMAERA 450 FACELIFT, 02/02

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MB 300 d Cabriolet D, 1959, RHD, ex Jimmy Page, just 65 produced, extensively restored, first leather!



Jaguar E-Type S 1 3.8 lt. Roadster, 1962, matching numbers, ext. rest., wonderful!



Maserati Mistral Spider, '65, orig. colour comb.+engine, ext. rest., approx. 120 ex.!



Lamborghini Miura SV Jota, 1971, German first delivery, compl. hist., perfect!



Ferrari 365 GTB/4 Daytona Spider, 1972, early conversion, great cond.!



Jaguar SS 1 Coupé, 1933, rare, ext. rest., concours, sun roof, Jaguar Certificate!



RR PH II Continental Sports Saloon, 1933, Thrupp & Maberley coachwork.



Lamborghini LM 002, '88, 2 pre-owners, 19,500 km, accident-free collector cond.



BMW 328 Roadster, doc. hist., tuned engine, fast!, FIA/FIVA, BMW certificate.

AC Ace, 1957, RHD, well documented.
Aston Martin DB 5, '64, Calif. sage, LHD.
AM DB 2/4 MK 2, '56, LHD, 1 of last made.
Bentley 3 1/2 ltr. Van den Plas DHC, '36.
Delahaye 235 MS Chapron DHC, '52, RHD.
Ferrari 500 Mondial PF Spider, 1954.
Jaguar C-Type 'Comp. Sportroadster', '53
Lagonda 2.6 ltr. DHC, 1949, full hist.
Lorenz&Rankl Silver Falcon Roadster, '92
Maserati Sebring 3500 GTI S I, '64, RHD.

MB 170 S Cabriolet A/B, to choose.
MB 290 Roadster, 1936, grey/blue, 3.4 lt.
MB 300d, 1959, longer side door.
MB 300 S Convertible, 1952, black.
MB 500 Nürnberg Cab. Voll& Ruhrbeck, '34.
Nardi 750 Vignale Coupé, 1958.
Porsche 356 A 1600 Cab., choice of 2!
Porsche 911 2.3 ST Coupé, 1970, olive.
Talbot Lago T 26 Record Conv., '48, RHD!
Tatra T87, 1948, partly rest., no paint.

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CASE HISTORIES

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LANCIA THEMA 8.32

Year of manufacture 1990 **Recorded mileage** 71,939km

Asking price £10,995 **Vendor** Percival Motor Co, Ulcombe, Kent;
tel: 01622 851841; www.percivalmotorco.co.uk

WHEN IT WAS NEW

Price £40,000 **Max power** 202bhp **Max torque** 194lb ft
0-60mph 7.2 secs **Top speed** 146mph **Mpg** 18

This Thema 8.32 (eight cylinders, 32 valves; the engine is adapted from the Ferrari 308's 2927cc unit) was originally resident in Italy, but has been in the ownership of one family from new. It comes with some big bills that include an engine rebuild and a cast-iron history. The service book is stamped up to 60,058km in Milan in 2000, and there are bills from UK specialists since 2004, when it arrived in this country.

It's dead straight apart from two tiny dimples in the offside front wing and another in the bonnet. It's had various areas of paint, most notably on the driver's door. There's no rot in the structure, just a few small bubbles around the rear spoiler opening and a couple of places on the floorpans that could do with some new underseal. The alloys are largely unscuffed, and shod with good Pirelli P6000s. The car features right-hand-drive headlights behind plastic covers.

It's immaculate under the bonnet, with the heat shield still in place over the fan motor. The V8 was rebuilt at a cost of £8000 when it came to the UK, the stainless-steel exhaust was fitted in 2008 and the cambelts were changed in '09, since when it's covered fewer than 1900 miles.

The hand-stitched Frau leather (still with its certificate of authenticity) is unworn. The front roll is collapsing slightly, but that's normal. The timber veneers and cappings are perfect, though there are screw holes for a mobile phone on the centre console. Everything works, including the electric restraints that rise to meet the passengers' heads once they have sensed weight on the rear seat, and the air-con blows faintly cold.

The engine fires readily and pulls like a train, the urge relentless even as the rev counter passes 6000rpm. The chassis is taut and well-behaved, tracking in a straight line. Oil pressure is at least 6bar (out of a possible 12) and temperature sits below the halfway mark on the gauge. The car will be sold with its original handbook and spare set of keys, plus an MoT until December, or a new one if required.



SUMMARY

EXTERIOR

● A couple of tiny dings and some paint – to be expected

INTERIOR

● Near perfect; leather and timber in good shape, as are overmats

MECHANICALS

● As worry-free as they get

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Choice of Ten Phantoms
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12 more 'Small Horsepower'
20hp, 20/25, 25/30
Open and Closed

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This car had quite a protracted restoration that spanned the unfortunate death of Elan guru Mick Miller; the job was completed in 2006. In this ownership since 1991, and with a written history back to 1987, its old MoTs confirm the mileage as genuine. Only 6000 miles have been covered since 1987, and few since restoration.

The chassis number confirms that this is a real UK-market dhc made in April 1970, though it was not registered until March 1971. It remains in superb condition with a new galvanised Lotus chassis and fresh bodyshell, plus good paint save a few tiny dust marks. The doors fit and shut well; the driver's side is better because the nearside one is a little out at the bottom. That chassis is in excellent order where you can see it, and there are CV-jointed driveshafts in place of the old Rotoflex type. The hood is original and in good condition, with a refinished frame; the cover is new. The wheels are not cracked and shod with unworn Dunlop SP Elites.

Inside, it's all good and original, with one small repaired hole in the passenger seat base. The carpets are new, the dashboard is perfect and the electric windows work.

The big-valve engine is to Sprint spec, meaning 126bhp. The oil is clean and just over 'max'; coolant is to level and sufficiently strong. The brake master cylinder and servo are new and it retains its original airbox, complete with warning about overtightening the Dell'Orto mounting nuts.

The Twin Cam fires instantly and the Elan drives well, though the brake pedal pumps up a little – suggesting pad knock-off – and there's a hint of an exhaust blow mid-way along the system. The 1558cc 'four' pulls strongly with a healthy rasp, and the gearchange is a joy. Oil pressure is steady at 40psi and water at 80°C. Stop for a couple of minutes and the electric fan cuts in at 90°C. The MoT runs until 6 September 2013 and it comes complete with a workshop manual and parts list.



SUMMARY

EXTERIOR

● Body and paint not very old

INTERIOR

● Original and mint

MECHANICALS

● Rebuilt on galvanised chassis; Sprint-spec engine

VALUE ★★★★★☆☆☆

For Lovely condition

Against One repaired hole in passenger seat base

SHOULD I BUY IT?

It's a no-stories car that's almost as-new. Club Lotus valued it at £24,000 in 2009, since when Elan values have been on the up





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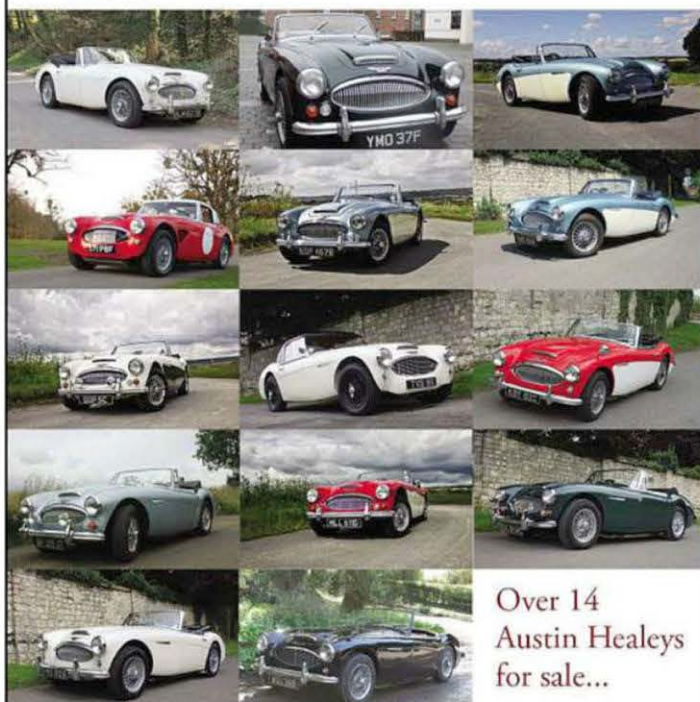
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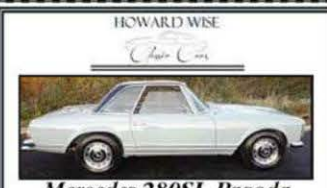
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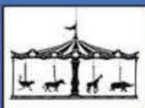
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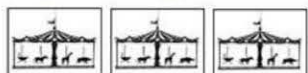
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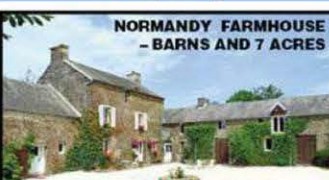
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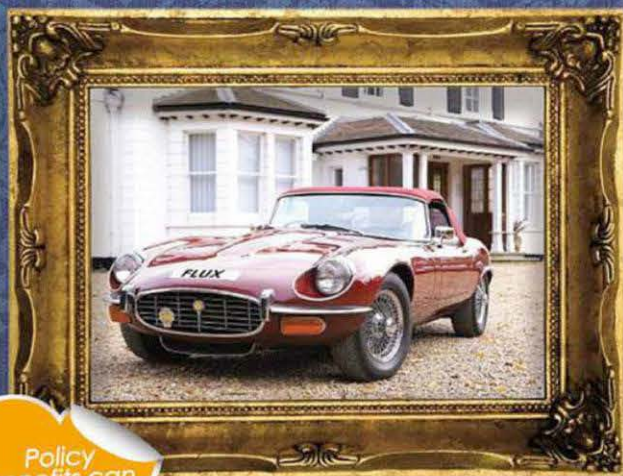
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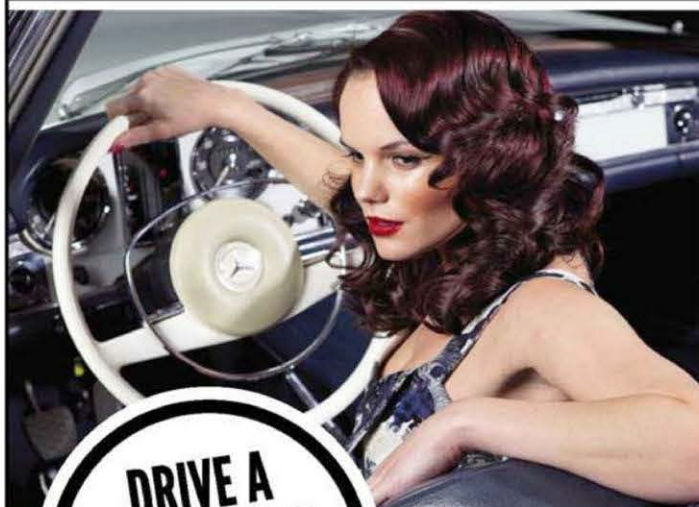
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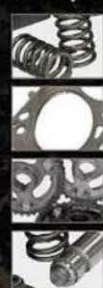
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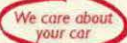
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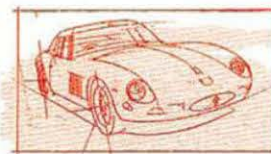
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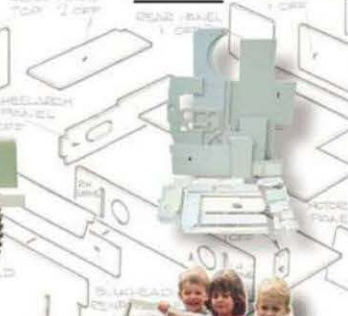
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'The answer to the question of classic desirability is not always E-type or DB5'



In our final look back at three decades of *C&SC*, **Steve Croyley** celebrates its success at looking to the future

Whenever you raise the 'what makes a classic car?' question where groups of old-car lovers are gathered, you're either likely to be deafened by a lot of factional interests – Peugeot fans nominating Peugeots *et cetera* – or howled down by people who simply don't want to face our hobby's most-asked, least-answered question yet again. What you won't get, I'm pretty sure, is a well-argued and plausible reply.

This, to me, is one important reason why the world needs *Classic & Sports Car*. Oh, I know there are others. We enjoy the exploits of Al, Mick, the two Jameses, Martin, David, Tony *et al*, we linger over the mag's lovely pictures of beautiful cars, its well-turned prose, its lively club news and those remarkable studies of Mick Walsh at speed, looking completely at one with whatever amazing car he's driving. And then there's *Our classics*, which keeps us in touch with the realities of having something special (and often troublesome) in the garage.

I reckon that deciding – with authority – what makes a true classic car is the most difficult and elusive challenge, and only a bunch of people as deeply knowledgeable as the *C&SC* crew, affected more than any of us by ever-changing weather patterns across the classic car landscape, can truly tell us what's what. And it matters. Only

the other day, consumed by that gut-churning need we all know to buy something new (read old), I was scanning prices for Alpine A110s. I had wonderful times in several of them, 20-odd years ago.

It didn't take long to discover that the going rate – even for a 1300 – was somewhere north of £30,000, an amazing sum to pay for a car built mostly from basic Renault bits, in far greater numbers than the Lotus Elan, which you can buy for half the price. Meanwhile, an okay-looking Renault GTA Turbo – admittedly decades younger than the A110, but good-looking, faster and a direct ancestor of it – was on sale at £3000. And that was before the bidding really started.

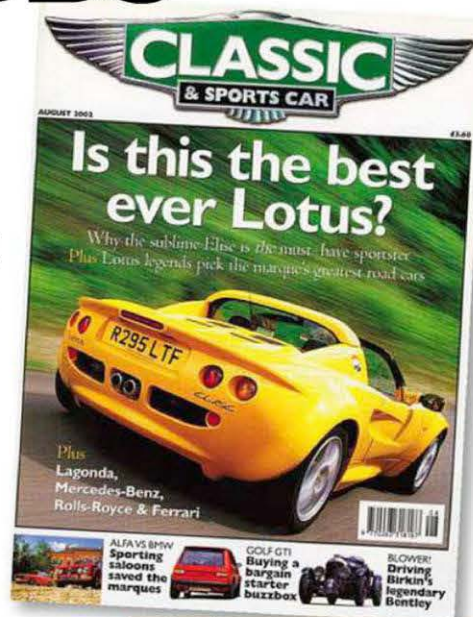
This does not mean that the GTA is no classic. It means that the matter is complicated, and as cars attain greater age (and rarity), the complications multiply. When cars get really old, their values start to be driven up by my-dad-had-one nostalgia. That's a pleasant and understandable phenomenon, but quite different from winning distinction by pushing the boundaries of beauty, technical excellence or dynamic ability in its day, as more obvious classics of any era do. This is why a Hillman Minx is night-and-day different from a Jowett Javelin, and I'll carry on depending on the experts at *C&SC* to keep reminding me.

In recent times, notably during James Elliott's highly successful and long-lasting time as magazine

editor, *C&SC* has regularly surprised the classic community by delving into 'moderns' for cover stories. It fearlessly dubbed the Elise Mk1 one of the Lotus immortals quite early in that lovely car's career, and it did the same with the TVR Griffith, the Mazda MX-5 and, very recently, some modern iterations of the Mercedes-Benz SL.

On each occasion, the decision has rapidly proved correct: check out how wonderful a well set-up early Elise now looks. And a bellowing TVR Griffith 500. The original retractable-lights MX-5 is still available in reasonable numbers, but it's amazing how beautifully styled and perfectly sized it's starting to appear, even against the version that's not too different and still sold new in Mazda showrooms. The *C&SC* team might be enduringly handy at finding new ways of writing absorbingly about the MGB, but in recent times they've really captured our attention with their skill at identifying the great cars of the future, which for me is fascinating. It gives me comfort, knowing that the answer to every question about old-car desirability is not always the Jaguar E-type or the Aston DB5.

Here's a confession. Though I love trying to flush out the identities of future champions of the car



Elise and Griffith were cover-car pioneers

world on my own, like most of us I simply know too little of this fast-moving scene to feel confident about my decisions. Of course, the likes of Ferrari and Morgan will make it automatically, though different models of even these marques will meet differing levels of approval. And the rest? The sleepers, the growers and the outright surprises? I'll wait for *Classic & Sports Car* to decide. Then I'll know the truth.

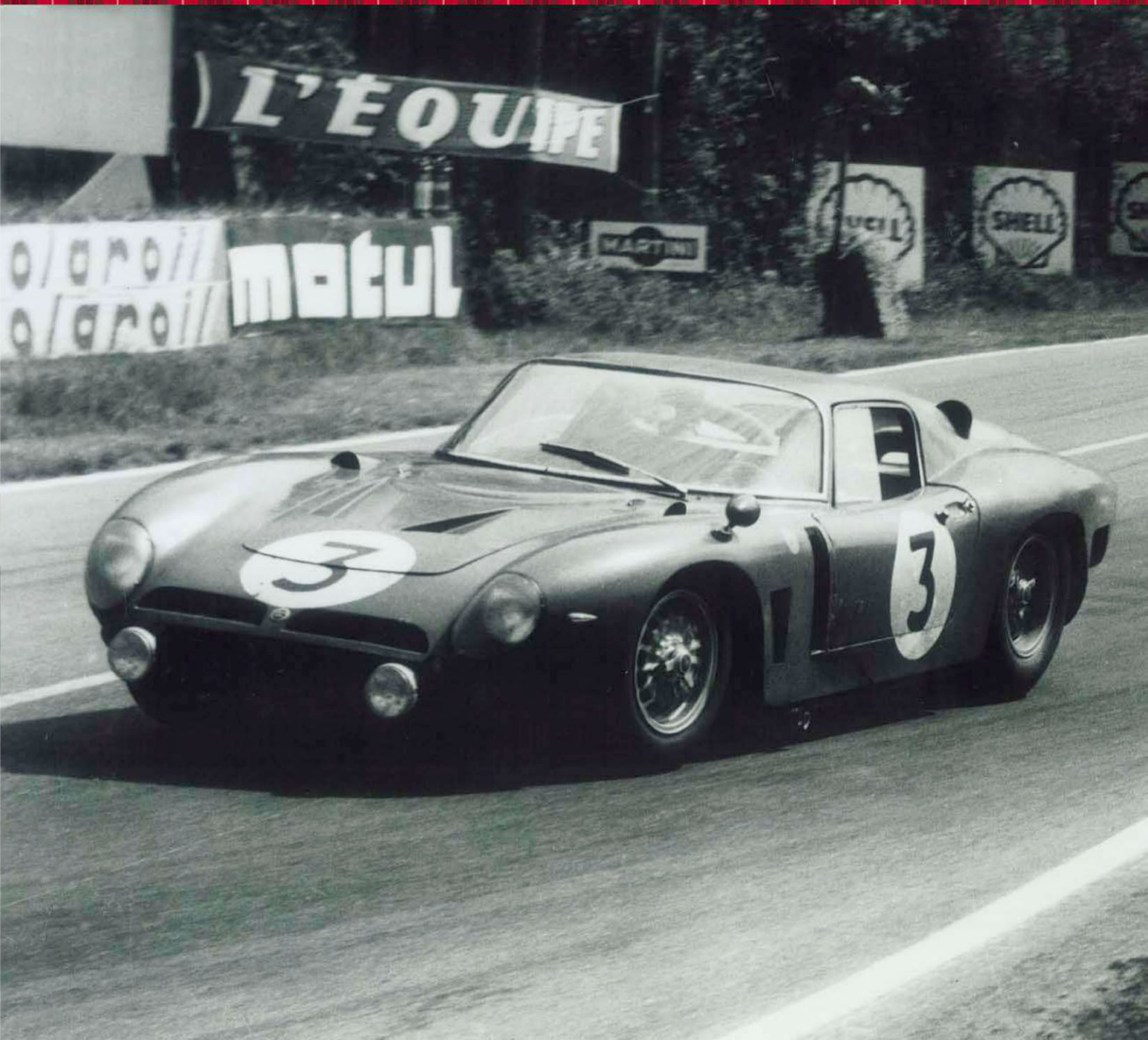
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